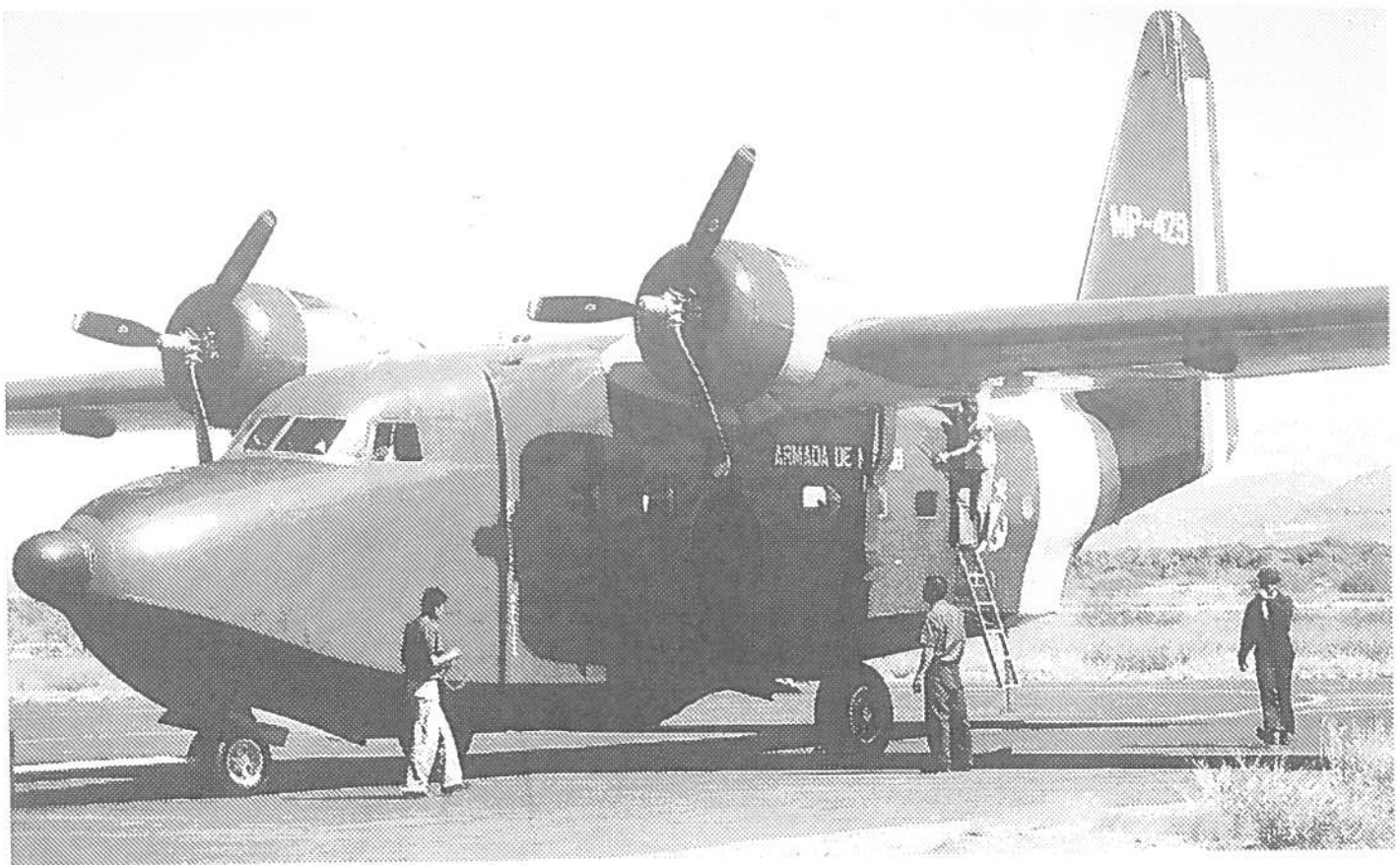


small air forces observer

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January 2004

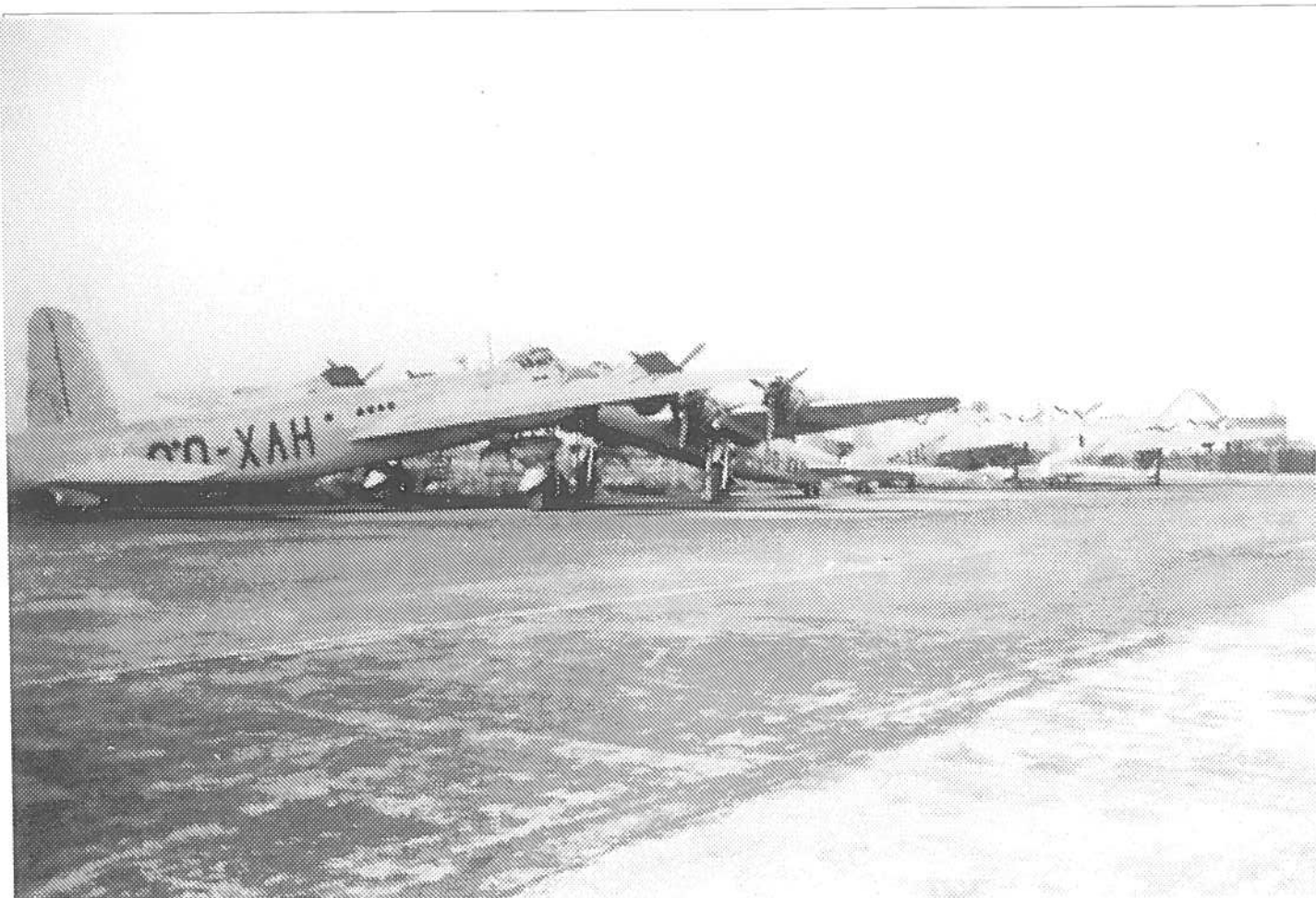
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Fuerza Aeronaval Armada de Mexico
Dutch Lockheed Super Electra
Sandinista Mi-8 & Mi-24
Latin American Skyvans
Egyptian Short Stirling
Ecuadorian T-35 Pillan
Mozambique MiG-17
RNZAF Skyhawks
Bolivian Sabres
Petlyakov Pe-2

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January 2004



SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House
E-Mail: saf@redshift.com

Contents

Abstracts	76
Mexican Naval Aviation (Flores)	79
Ecuadorian T-35 Pillan (Delgado)	83
Egyptian Short Stirling (Crawford)	85
Small Air Force Mi-8 (Petz)	87
Petlyakov Pe-2 (Cance)	91
RNZAF Skyhawks (Adams)	92
Sandinista Mi-8 & Mi-24 (Waters)	93
Bolivian Sabres (Waters)	94
Mozambique MiG-17 (Waters)	95
Latin American Skyvans (Vargas)	96
Dutch Super Electra (Ahrens)	97
Books (Gladiator, Kouloukoneet, Hover MF.11, Red Wings over the Yalu, Il-28, Me 163, PZL P-24, Flying Cheetahs, Serve to Save, B3 Ju 86)	98
Magazines (Aeroplan)	101
Miscellaneous (Ribeiro Prints)	101
Kits (Neiva T-25 Universal, EMB-110 Bandeirante, EMB-111 Naval)	101
Decals (Brazilian Military Aviation, Latin American Air Forces, Albatros Fighters, Avro Canada CF-100)	103

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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TRANSLATION SERVICE: The following people have offered their services in translating articles for publication in SAFO: Inigo Artamendi (Spanish), Igor Gordelanov (Russian, Ukrainian, Byelorussian, Bulgarian, Polish, & Czech), Yoshihiro Aoyama (Japanese). If you need help translating material for a SAFO article, contact the editorial office and I'll give the address of an appropriate translator.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslaw Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Charles Berecz, Dayton, Ohio. Terry Elmore, Everett, Washington. Jean-Michel Guhl, Los Angeles, California. Masahiro Ohno, Japan. Mr. Scroggins, England. Przemyslaw Musialkowski, Warsaw, Poland; Michal Ovcacik, Prague, Czech Republic.

SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/saf

EDITORIAL COMMENT (1) Non-US members may be surprised to find a subscription renewal form for Vol. 28 included in this issue when this is only the 3rd issue of Vol. 27. Not to worry! You will still get all four issues of Vol. 27. I am sending out the renewal forms now to avoid the problems we had with our Postal Services last year when the last issue of Vol. 26 (December 2002) did not begin arriving in Europe until May 2003. Without renewals from our friends in Europe, it was financially impossible to produce an issue in April and everything had to be moved back three months. Therefore, this year I am sending out renewal slips early. Please respond with your renewal as soon as possible.

The last issue of current volume is scheduled for publication in April 2004, and the 1st issue of Vol. 28 is scheduled for July 2004. Even if the Postal Service takes five months to deliver this issue, you will still have time to get your renewal form back to me in time for Vol. 28.

EDITORIAL COMMENT (2) Does anyone know the status of Brookhurst Hobbies in Garden Grove, California? They have not responded with payment for the last two shipments of SAFO (July and October 2003). Twelve issues of each were sent to them with invoices, but no payment has been received as of December 2003. This is a severe 'hit' on the SAFO budget. If they are no longer in business, let me know. If they are still in business, let them know that payment is due before any more SAFOs can be sent to them.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"WANTED: (1) Series Aeronaval issues on the F4U Corsair, Alouette III, and Sea King; (2) Series Fuerza Argentina No. 1 IAI Dagger & Finger; and (3) Historia Grafica de la Fuerza Aerea Mexicana." Walt Noizeux (SAFCH #1574), PO Box 181, Syracuse, NY 13201, USA, or wfnahotmail.com

"Information wanted on North Vietnamese Il-14 'Crates' in service during the Laotian airlift, 1960-1962. Also seeking information, copies of photos of

Indonesian Il-14s including that of President Sukarno, 1957-1965." Charles Euripides (SAFCH #1286), 4508 Willow Croft Court, Charlotte, NC 28226, USA or euripides@yshoo.com.

FOR SALE: Israeli Fighter Aces, Mersky; Shield of David; An Illustrated History of the Israeli Air Force, Rubenstein & Goldman; I am my Brothers Keeper: American Volunteers in Israel's War for

Independence 1947-1949, Weiss & Weiss; Wing to Wing: Air Combat in China 1943-45, Molesworth. All books are hardbound with dust jackets and in perfect condition. \$15 each, postage included in US. Add \$5 per book for postage outside the US. Send orders to: SAFCH, c/o Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923, USA. E-Mail: saf@redshift.com

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 3/03 (28 pages). "Antarctic Beetle" 3 pages including 4 photos of the completed model. "HMS Cavalier: CA Class Destroyer" 10 pages including 16 photos and 1/700- and 1/350-scale side-view drawings. "Kiwi Harvards" 12 pages including 2 photos, 10 side-view drawings, 3 pages of official painting and marking drawings, and 2 pages of official 'servicing markings'.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggldf. 18/2/14, A-1160 Wien. Write for free sample.) 3/03 (40 pages) "Viper: 20 Jahre Pilatus PC-7" 5 pages on an Austrian AF PC-7 in commemorative markings consisting of a snake painted along the entire length of the fuselage; includes a color 2-view drawing and 6 b&w and 2 color photos. "Osterreichische Luftwaffe C-130K Hercules" 5 pages with one color and 8 b&w photos. "Aviatil B.II" page with a side-view drawing and a photo of 34.33 'Erny'.

DENMARK

NYT (IPMS Denmark, c/o Lars Seifert-Thorsen, Guldregnevej 4, 4600 Koge. 4 issues for 260 DKr). Each issue includes a two-page English summary. Web: www.ipms.dk
#98 (40 pages) "Store Bjorn" 8 pages on the Danish B-17 including 9 photos and 3 side-view drawings showing the a/c at various stages of its career.
#99 (40 pages) "Munchen for modelbyggere" 4 pages on a visit to Deutsches Museum including 7 photos (Bell 47, Bf 109E-3, Me 262, VJ101, Fokker D.VII, Bo 105, & Ka-26).
#100 (48 pages) "Danske flyvere i Den finske Vinterkrig" 5 pages on Danish pilots flying for Finland during the Winter War including one photo and a plan-view drawings of a Finnish Gladiador.

ENGLAND

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk. E-Mail: david_legg@lineone.net.)
#54 May 2003 (24 pages) "N9521C Heads West" 3 pages including 5 photos. "New Zealand Catalina Activities" 2 pages including 3 photos. "Lake St. Lucia Catalina Wrecks" 2 pages including 2 photos. "World Catalina News" 2 pages including 3 photos. "Cat Letters" 2 pages including 2 photos. "Feedback" 2 pages including one photo. "Cat Contact Column" one page including one photo. "Review Column" 3 pages including 3 photos.

SWEDISH AIRFORCE SIG (Harold Rowell, 80 Cambridge Ave., Marton, Middlesbrough, Cleveland, TS7 8EG, England. E-mail: pauline.rowell@ntlworld.com. Subscription £4.00 UK, £6.00 Europe, £9.00 USA).
#45 Summer 2003 (12 pages) "Swedish Joint Helicopter Fleet" 3 pages including a review of the Revell 1/72 NATO NH.90TTH model. "Midnight Sun Air Show, 14th June 2003, Lelua" 3 pages. "T2 Heinkel He 115A-2" 5 pages including 3 photos and a 3-page multi-view drawing.

FINLAND

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Jakomaentie 8bC 300, FIN-00770 Helsinki. Subscription: Europe \$25, elsewhere \$30; Payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.
3/2003 (24 pages) "Junkers A 35 tested in Finland" 3 pages including 2 photos and a scale 3-view drawing of the a/c in Finnish markings. "Gloster (VL G.28) Gamecock II: Part 2" 4 pages including 5 photos. "Bristol Jupiter" 2 pages including 3 photos. "LeLv 32 in Action 1940-42" 2 pages including one photo (Curtiss 75 CUW-558). "Night Fighter Operations in Finland 1943-52: Part 4" 4 pages including 3 photos (Bf 109G). "FinnAF Equipment Procurement from Germany 1940-1944: Part 2" 8 pages including 5 photos (Fw 44, MS.406, Ju 88, & Bf 109G), and tables.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).
#127 Octobre 2003 (62 pages) "Polikarpov I-15bis" 10 pages including 15 photos, a color cover painting, and 7 color side-view drawings (all Soviet). "Emil Meinecke: Un as allemand chez les Ottomans" 10 pages on a German flying with the Ottoman Air Force including 27 photos (Turkish Albatros D.II & D.III, and Halberstadt D.V). "Robert Sharp Smith" 8 pages including 19 contemporary color photos, a color side-view drawing of his P-40E, and a 3-page foldout poster with color side-view drawings of his P-47B, P-51A, & B-25H. "Le Spad 510: Dernier chasseur biplane de l'Armee de l'Air" 10 pages including 33 photos.
#128 Novembre 2003 (62 pages) "Le Spad 510" 16 pages including 24 photos, color cover painting, 12 color side-view drawings, a 2-page 1/48-scale 5-view drawing, and table listing individual aircraft. "SPA 315: Les gardiens de Belfort" 16 pages including 29 photos, 5 color side-view drawings (Nieuport 17, 24, & 27), and a color 3-view drawing (Spad 13). "Lufthansa 1939-1945: La flotte de Junkers 52" 8 pages including 20 photos and table listing individual aircraft. "Polikarpov I-15bis" 5 pages including 13 photos (including 9 color photos of restored aircraft). "Le Saro Cloud en Tchécoslovaquie" 7 pages including 25 photos (including 6 of aircraft undergoing restoration).

ITALY

AERO FAN Storia di Italiane. Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.
#86 Lug.-Set. 2003 (68 pages) "Convair Liners in Italy" 19 pages on civil and military use including 27 photos (12 in color) and scale 3-view drawings of the CV-240 and CV-440. "Pioneers of Gorizia" 7 pages including 17 photos of first aircraft to fly in the Austro-Hungarian Empire. "B.R.20bis: A Foretold Failure" 13 pages including 7 photos and 3 pages of scale 3-view drawings (BR.20bis, BR.25, & BR.26). "Villacidro: A Wartime Airbase in Sardinia" 17 pages including 34 photos (Cant Z.1007, SM.79, Ju 88, B-25, & B-26).

JP-4 Mensile di Aeronautica (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).
Settembre 2003 (100 pages) Color photos: Polish W-3W and Spanish Eurofighter. "Consegnati i

primi F-16 ali Aeronautica" 2 pages including 6 photos of F-16 in Italian markings. "Gli Embraer dell'Aeronautica Belga" 3 pages including 9 photos. "Aerei militari vrndesi" 2 pages with 11 photos of Italian F-104 and G-91 in various stages of decay. "AirPower03 a Zeltweg" 3 pages including 12 photos. "Dal cielo la salvezza" 4 pages on Italian WWII SAR seaplanes including 7 photos. [Ed: The cover says 'English Summary Inside', but there was no such thing in my copy. What gives, Ugo?]

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, c/o Rene Euhart, Bernadottestraat 133, NL-2131 SP Hoofddorp; erhart@quicknet.nl).
3/2003 (32 pages) "F-84F Thunderstreak" 11 pages on Dutch F-84F, including one color and 8 b&w photos of the aircraft, 8 photos of details, a 4-view drawing of an F-84F in the colors of the 'Dash Four Demonstration Team', and 3 photos (one in color) of models in finished in Dutch markings. "CSA Ilyushin Il-18" 6 pages including 7 photos of a CSA aircraft and 3 photos of the 1/144-scale Welsh Model kit finished in CSA markings.

POLAND

LOTNICTWO WOJSKOWE (ul. Geochowska 306/310, pok. 206, 03-840 Warszawa) E-Mail: magnum@magnum-x.pl
5/2000 (68 pages) "Focke Wulf Ta 152" 18 pages including 21 photos, 3 pages of scale drawings (9 side-view drawings of various variants, a 5-view drawing of Ta 152H-3, & a 7-view drawing of Ta 152C), and 5 color side-view drawings. "Rozwoj Lotnictwa Polskiego w Latach Piesdziesiastych 1 ETAP: Lata 1950-1952" 8 pages including 12 photos (Polish Yak-9P, Pe-2FT, Il-10, UTB-2, Yak-23, MiG-15, & Il-28). "Wojna Obronna 1939 r. Czyli lotnictwo polskie i slowackie" 6 pages including 7 photos and 3 color side-view drawings [Avia B-534 (2) & Letov S-328]. "Su-35 Super Flanker" 12 pages including 19 photos and 2 pages of scale drawings (a 5-view drawing of Su-35 No.9 & 5 side-view drawings of variants). "Lotnicy polscy we Francji cz.III: Eskarda Montpellier" 3 pages including 3 photos and tables listing personnel and victories.
6/2001 (68 pages) Color photos: Eritrean MiG-29; Danish Lynx, and Moldavian Su-25KM. "Suchoj Su-15" 14 pages including 31 photos, a scale 4-view drawing of Su-15TM, and 5 color side-view drawings. "Nakajima Ki-49 Donryu" 10 pages including 20 photos, and a scale 7-view drawing. "Pierwsze MiGi w polskim lotnictwie wojskowym" 5 pages including 10 photos and list of Polish MiG-15s.

MODEL FAN (AJAKS, ul. Lubelska 30/32, Warszawa 03-802. E-mail: ajaks@home.pl
8/2002 (48 pages) "Malowanie samolotow An-2w lotnictwie polskim" 6 pages including 10 b&w and 7 color photos and 3 b&w and 4 color side-view drawings. "Lawoczkin La-7 z Muzeum Lotnictwa Praha-Kbely" 3 pages with 12 photos and a page of drawings of detail. Kits reviewed include: Gavia and Academy 1/48 scale La-7s; Choroazy & Roden Albatros D.IIs; Academy F2H Banshee; AML 1/72 P-40 Tomahawk I, and Pavla 1/72 UT-1.
2/2003 (48 pages) "MiG-21MF '7809' z 10 ELT" 2 pages with 3 b&w and 6 color photos. Kit Reviews: Tamiya 1/48 P-47D (includes 5 color photos of museum a/c); Revell 1/48 Ju 52 (includes 11 color photos of the completed model and 6 b&w photos of a museum a/c); Hasegawa 1/48 Myrt; Ardpol 1/72 Aviatik C.III, DWD-16, and Brandenburg

(Hansa) B-I; Roden 1/72 SE.5a; Choroszy 1/72 Hansa Brandenburg CC (includes a page with 10 side-view drawings of Austro-Hungarian flying boats); and Pavla 1/72 Re.2005.

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#36 Junio 2003 (92 pages) "El Potez 25 en la Aviacion Militar Uruguaya" 8 pages including 9 photos and 2 color side-view drawings. Book insert: Los Medios Blindados de Ruedas en Espana. Un siglo de History" pages 49-64: 20 photos, 3 color side-view drawings, and six 4-view scale drawings. Poster insert: Blindado Ligero de Ruedas (BLR) Infanteria de Marina; Vehiculo Acorazado Ligero de Recuperacion M-578; Blindado 'Mercier II'; Carro de Combate Ligero M-41 'Walker Bulldog'.

#37/38 Julio/Agosto 2003 (92 pages) "El Potez 25 en la Aviacion Militar Uruguaya (II)" 10 pages including 11 photos and one color side-view drawings. [Ed: It's interesting to see a Stinson Reliant in Uruguayan Air Force marking in the background of several of the photos.] "Una experiencia sobre catapultas de las cruceros" 4 pages including 4 photos and one color side-view drawing (He 60). "La guerra en la que nunca estuvimos" 3 pages on Spanish helicopters in Afghanistan including 5 photos. "Los aviones alemanes llegados a Espana entre 1936 y 1939" 10 pages including 14 photos, 5 tables, and 5 color side-view drawings (Ar 66, Go 145, Hs 123, He 45, & W 34). Book insert: "La Industria Espanola y las Ultimas Incorporaciones (1976-2001)" pages 65 to 80: 33 photos and 7 color side-view drawings. Poster insert: Pieza Lanzamisiles AMX-30R Roland; Carro de Combate de Infanteria Modelo 1937; Blindado Ligero de

Ruedas (BLR) Guardia Civil; Vehiculo de Municionamiento y Transporte M-548.

#39 Septiembre 2003 (92 pages) "La Fuerza Aerea de Sidney Cotton" 6 pages including 12 photos. "La Guerra de Corea" 19 pages including 12 photos, 2 maps, 9 pages of tables 'Unides Aereas de la US Navy y US Marine Corp Desplegadas en la Guerra de Corea', 15 color side-view drawings (M8, Sherman, M3, Priest, T-34, USS Antietam, AD-4 Skyraider, F9F-5P Panther, AD-3W Skyraider, F4U-4B, HO3S-1, F9F-2 Panther, AD-3 Skyraider, & M-24). Book insert: "La Industria Espanola y las Ultimas Incorporaciones (1976-2001)" pages 81 to 96: 22 photos and 7 color side-view drawings. Poster inserts: Carro de Combate Ligero M-24 'Chafee'; Camion Blindado Hispano Suiza MC 36; Chevrolet 1937; Camion Blindado C-15TA 'Trumpf'.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#182 Nov 2003 (146 pages) "Track & Derrick: The 1904 Huffman Prairie Experiments, The 1904 Model Flyer" 19 pages describing almost every flight and including 19 photos. "The Wright in Romania" 2 pages including 2 photos. "The Gallaudet Story (Part 5) 1913-14 Designs & Patents" 14 pages including ten 3-view and detail drawings. "The McCabe Aeroplane" 6 pages on a unique biplane with the wings connected at the tips; includes 9 photos. "Austro-Hungarian Aeroplane Recognition Manual" 5 pages of small 3-view drawings. "Airfoils & the Turning Ability of WWI Fighters" 9 pages based on data from old NACA Reports found on the Web at <http://naca.larc.nasa.gov/reports/>. "Much-traveled Fokker: D.VII appeared in 'Men with Wings,' air shows, TV programs", one page including 6 photos. "Poll (Bruning-Forssman) Giant Triplane" 4 pages

with 10 photos. "Pilot's Report: Thorpe Park's Pusher" two pages on flying a DH-2 reproduction. "Drawings" Blackburn 1914 and Siemens-Schuckert D.VI. And, all the usual departments: "Times Tarmac", "Museums/Organizations", "Film", "Identification X", "Historiography", "Gallery", "Models", and "Publications", all illustrated with a plethora of photos.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas.).

#68 Oct. 2003 (84 pages) "The Bellanca 77-140 Seaplane Bomber" 13 pages including 19 photos (4 of aircraft in Colombian AF insignia) and a scale 3-view drawings of aircraft in Colombian AF markings. "Melvin Dare and his Variable Camber Airplanes" 12 pages including 7 photos and 3 pages of scale drawings. "Restoration of Sikorsky S-39 NC-50V" 8 pages including 16 photos. "Oshkosh Air Venture 2003" 18 pages with 39 photos. "Cockpits: Douglas DF Flying Boat" 2 pages including 2 photos. "Identification Unknown" 4 pages including 9 photos and a scale 3-view drawing (Dornier Do P). "Models" 3 pages. "Skyways Reviews" 5 pages.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maiesm72@aol.com. Web site: members.aol.com/maiesm72/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol. 7, No.2 (64 pages) "Aircraft by Kit Manufacturer" 41 pages from Bandai to Czech Master. "Aircraft by Kit Manufacturer Updates" 9 pages. Other Updates, 9 pages.

BATAILLES AERIENNE

Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. E-Mail: Lela.presse@wanadoo.fr. Web Site: www.avionsbateaux.com. Four issues 32 Euros.

#25 Operation 'Tidal Wave': Le bombardement des puits de petrole de Ploesti par les B-24D: Le 1^{er} Aout 1943. 96 A-4 size pages plus 2 center-fold posters. 11.00 Euros.

This, an excellent addition to Michel Ledet's series on the aerial campaigns of WWII, describes the attack by USAAF Liberators from bases in North Africa against the oil refineries at Ploesti, Romania. The story is presented in the usual Batailles Aeriennes style with a French text, lots of excellently-reproduced photos, maps, tables, and color drawings. The contents of this issue is broken up into 26 small sections, too numerous to list them all in this short review. The first couple of sections (27 pages) cover the situation in Romania during the early days of WWI and the arrival of German forces to protect the oil fields. Among the 67 photos, are ones of Romanian PZL P-11, IAR 80, and Bf 110. The next 33 pages cover the approach of the B-24s to the target and the actual attack. These sections are illustrated with 44 photos mostly of crashed B-24 but including one of a Bulgarian Avia B-534s which tried to intercept the B-24 on their way in. The next couple of sections (8 pages) describe the actions of the Romanian and Bulgarian Air Forces attacking the B-24s on their way back. These sections include 11 photos some of which are of Romanian IAR 80 and Bulgarian Bf

109. The final 13 pages (16 photos) cover the aftermath and include photos of a crashed B-24 being recovered and painted with Romanian insignia.

There are three informative appendices: (1) A list of all B-24s that participated in the attack. This list includes serial number, name, and ultimate fate either during the raid or later in the war. (2) A list of German and Romanian fighter pilots who were credited with one or more victories during the attack. (3) A list of German and Romanian losses during Operation Tidal Wave.

As usual, these well-researched histories are accompanied by excellent color art work. Included this time are two color side-view drawings each of Romanian IAR 80 and Luftwaffe Bf 109G. The B-24s are represented by eight color side-view drawings of two-page width on the pull-out center pages. Illustrated are: "Suzy Q" (port and starboard views); "The Cornhusker"; "Jerk's Natural", "Brewery Wagon", "Joisey Bounce", "Boomerang", and "Teggie Ann". There is also a contemporary color photo of "Jerk's Natural" and three color painting of B-24s over Ploesti.

The 2-page section on "Uniformes & Tenues de Vol" has color drawings of 8 Americas and 2 of Germans in uniforms of the time. The 3-page "Le coin du maquettiste" section has 6 color photos of a completed 1/72-scale Academy model of a B-24D finished with decals from the SuperScale set #72-751 "Ploesti Raiders".

#26 Combats Fratricides en Afrique: Mers-el-Kebir, Dakar, Les Premiers Pas, Des FAFL en Afrique. 96 A-4 size pages plus 2 center-fold posters. 12.00 Euros.

This is the long awaited issue of Batailles Aeriennes describing the fratricidal conflict of Frenchmen against Frenchmen over the vast African French colonies. (1) The story begins with a 17-page chapter "Les Colonies Negligees 1911-1940" that includes 30 photos (Farman 40, Breguet 14, Potez 25, Hanriot 431, Potez 29, Caudron Pelican, SPCA 41, Dewoitine 430, Bloch 120, Bloch 200, Hanriot 143, Dewoitine 338, Loire 130, & Latecoere 302), and 3 maps to clarify the pre-war names of the African colonies. (2) The second chapter, "Mars el-Kebir, Dakar, 3-8 Juillet 1940" describes the attack of the Royal Navy on the French fleet. This consists of 12 pages including one map, 24 photos (Curtiss Hawk 75, Glenn Martin 167, LeO 451, Dewoitine 520, Breguet Bizerte, LeO 257, Saro London, Skua, & Swordfish). (3) "Armee de l'Aire contre FAFL" consists of 9 pages including 19 photos (Curtiss Hawk 75, Lockheed 14, CAMS 141, Glenn Martin 167, Dewoitine 520, Caudron Luciole, Bloch 120, & Loire 130). (4) "Dakar: Une Comedie de Dupes", 12 pages including 24 photos (Curtiss Hawk 75, CAMS 141, Latecoere 302, Dewoitine 520, Douglas DB-7, LeO 451, Swordfish, Skua, & Walrus). (5) "Aviateurs Gaulistes et Vichystets's Affrontement", 10 pages including 28 photos [Curtiss Hawk 75, Glenn Martin 167, Potez 540, Caudron Pelican, Walrus, Lysander, Blenheim, & Defiant of

Fleet Air Arm(?)). "La Route de Takoradi" one page including one map and 2 photos (Blenheim). (6) "Le Grbi et la Prise de Koufra" 13 pages including 25 photos (Blenheim, Bombay, Lysander, Potez 29, Glenn Martin 167, & Curtiss Hawk 75, and some of the most desolate country ever.). The "Fiches Monographiques" are on the Skua (2 page, 5 photos), Lysander (2 pages, 5 photos), and Potez 25 TOE (2 pages, 4 photos). The "Uniformes & Tenues se Vol" section consists of 2 pages with 8 color drawings of aviators in uniform. "Lysander

Mk.II 'Free French : Maquette Gavla' consists of 3 pages with 5 color photos of the completed 1/48-scale model.

As usual, the color side-view drawings are gorgeous. Presented two-to-a-page are: 2 Blenheim, 2 Martin 167, 10 Curtiss Hawk 75. Two Swordfish are presented across the 2-page centerfold, and a D-520 graces the other side of the 2-page centerfold. The latter carries the "Cross of Lorraine" insignia, a welcome relief from the Blenheims and Lysander carrying the insignia of the Free French, and an

attractive scheme for the modeler who already D-520 in French, Italian, and Bulgarian markings. **Combats Fratricides en Afrique** is one of the most interesting Batailles Aeriennes yet. Whether you're interested in this little-known aspect of WWII or just like photos of funky-looking pre-war French aircraft or maybe you are just interested in new color schemes for some familiar aircraft, this book can be highly recommended.

Enciclopedia de la Aviation Militar Espanola

Quiron Ediciones, C/Cromo P. 18-20, Poligono Industrial San Cristobal, 47012 Valladolid, Spain. E-Mail: quiron@quironediciones.com. Web Site: www.quironediciones.com. Each 2.97 Euros.

#62 "Avro 631 y Avro 643 Cadet" 4 pages including 3 photos, one color side-view drawing, and a scale 3-view drawing. "Avro 652 Anson" one page including one color side-view drawings (RAF markings). "Avro 683 Lancaster" one page including one photo and one color side-view drawings (RAF markings). "Barron (Aviacion Militar) Delta" one page including 2 photos. "Barron (Aviacion Militar) Flecha" 6 pages including 6 photos, one color side-view drawing, table of serial numbers, and a scale 3-view drawing. "Barron Monoplano de Reconocimiento 1923" page including one photo. "Barron (Aviacion Militar) Triplano" page including one photo. "Barron (Aviacion Militar) W" 1-1/2 pages including 3 photos, table of serials, and a color side-view drawing. Poster inserts: Martinsyde F.4A: Avion MS.1 del Servicio de la Aeronautica Militar and Messerschmitt Bf 108: Avion 44-4 de la 'Legion Condor'.

#63 "Barron (Aviacion Militar) W" a one-page continuation including a scale 3-view drawing. "Beechcraft Modelo 17 Staggerwing" 9 pages including 6 photos, a color side-view drawing, and a scale 3-view drawing. "Beechcraft Modelo 33 Bonanza" 6 pages including 11 photos and a table of serial numbers. Poster inserts: Potez 25 TOR: Avion de la Aviacion Nacional and Pazo P-IV: Prototipo matriculado 30-177.

#64 "Beechcraft Modelo 33 Bonanza" a 5-page continuation including 3 photos, 4 color side-view drawings, and a scale 3-view drawing. "Beechcraft Modelo 45 / T-34 Mentor" 11 pages including 16 photos, a table of serial numbers, and a 2-page color 3-view drawing. Poster inserts: Nieuport 52 C.1; Avion 1-22 de la Aviacion Nacional and Nieuport 52 C.1: Avion 3-50 de la Patrulla de Defensa de Costas de Alicante.

#65 "Beechcraft Modelo 45 / T-34 Mentor" a 9-page continuation including 7 photos (including 2 of a/c in the markings of the Uruguayan Air Force), 9 color side-view drawing (including Uruguayan Air Force & Navy, Bolivia, and Argentina), a table listing countries that used the Mentor, and a scale 3-view drawing. "Beechcraft Modelo 95-55 Baron" 7 pages including 8 photos, a table of serial numbers, 5 color side-view drawings, and a scale 3-view drawing. Poster inserts: Hispano E-30: Avion H-5 de la Escuadrilla de Adiestramiento de la Aeronautica Naval and Messerschmitt Bf 108: Avion 23-2 (L.15-9) del 23º Regimiento de Caza del

Ejercito del Aire.

#66 "Beechcraft C90 y A100 King Air" 5 pages including 5 photos, 2 color side-view drawings, and a scale 3-view drawing. "Bell 47D/G y Agusta-Bell AB-47G y AB-47J" 11 pages including 14 photos, 5 color side-view drawings, and a table of serial numbers. Post inserts: Hispano E-30: Avion 30-132 del Ejercito del Aire and Martinsyde F.4A: Avion EA-EAA de la Aeronautia Naval.

#67 "Bell 47D/G y Agusta-Bell AB-47G y AB-47J" a 9-page continuation including 5 more photos, more table of serials, a table listing models used by all countries from Alemania to Zambia, one color side-view drawing, and two scale 3-view drawings. "Bell 204 y Augusta-Bell 2047 A.S." 7 pages including 6 photos and 4 color side-view drawings. Poster inserts: Bucker Bu 131 Jungmann: Avion 33-18 de la Escuela Elemental de Las Bardocas (Badajoz) de la Aviacion Nacional and Bucker Bu 131 Jungmann: Avion 33-8 de la Escuela Elemental de El Copero (Sevilla) de la Aviacion Nacional.

#68 "Bell 204 y Augusta-Bell 2047 A.S." a 2-page continuation including one photos and a table listing models used by all countries from Australia to Yemen del Norte. "Bell 205 (UH-1H) y Agusta-Bell AB 205A" 15 pages including 18 photos, 10 color side-view drawings, and a 2-page color 3 view drawing. Poster inserts: Bucker-CASA C.1.131E Jungmann: Avions 781-7 (E.3B-565) del Escuadron 781 de la Base Aerea de Armilla (Granada) and Bucker-CASA C.1.131E Jungmann: Avions 791-66 (E.3B-492) del Escuadron 791 de la A.G.A. de Dan Javier (Murcia).

#69 "Bell 205 (UH-1H) y Agusta-Bell AB 205A" 9-pages continuation including 9 more photos, a table of serial, a scale 3-view drawings, and a table listing models used by all countries from Alemania to Zimbabwe. "Bell 206 (OH-58A Kiowa) y Agusta-Bell AB-206A" 7 pages including 7 photos, 4 color side-view drawings, and table of serials. Poster inserts: De Havilland DH-60G.III Moth Major: Avion EM-016 (P) de la Escuela Elemental de Alcantarilla de la Aviacion Republicana and De Havilland DH-60G.III Moth Major: Avion 30-78 de la Escuela Elemental de Alcantarilla (Murcia) del Ejercito del Aire.

#70. "Bell 206 (OH-58A Kiowa) y Agusta-Bell AB-206A" a 3-page continuation including one photo, a scale 3-view drawing, and a table listing all models used by countries from Abu Dhabi to Zambia. "Bell 209 (AH-1G) Huey Cobra" 9 pages including 12 photos, 2 color side-view drawings, a scale 3-view drawing, a table serials, and a table listing models used by a countries from Bahrain to

Turquia. "Bell P-400 (P-39) Airacobra y Bell P-63 Kingcobra" 4 pages including 2 photos, a color side-view drawing, and a scale 3-view drawing (all of aircraft interned in Spain). Poster inserts: De Havilland DH-60G.III Moth Major: Avion EM-003 (C) de la Escuela Elemental de Alcantarilla (Murcia) de la Aviacion Republicana and De Havilland DH-60G.III Moth Major: Avion M-1 encuadrado en la Aeronautica Naval.

#71 "Bellanca 28-70 y 28-90 Flash" 13 pages including 12 photos, 3 color side-view drawings, and a scale 3-view drawing. "Blackburn L.1C Bluebird IV" 2 pages including one photo and a scale 3-view drawing. Poster inserts: Enaer T.25 Tamiz: Avion 54-26 (E26-02) del Ala Nº 54 de Experimentacion en Vuelo. Ineravia Aisa I-115 Garrapata: Avion 351-12 (E.9-193) del Escuadron del Ala de Transporte Nº 35.

#72 "Blackburn T.1 Swift" 9 pages including 13 photos, 2 color side-view drawings. "Blackburn T.3 Velos" 5 pages including 2 photos, a side-view drawing of the float version, and a scale 3-view drawing of the wheeled version. "Blanco Aereos y Aviones no Pilota dos de Reconocimiento" 2 pages including two photos of drones and UAVs. Poster inserts: INTA HM-1B Monda: Avion 81-146 (EE.4-121) de la Academia General del Aire. Hispano Aviacion HA-200A Saeta: Avion 793-53 (E.14A-17) de la Academia General del Aire.

#73 "Blanco Aereos y Aviones no Pilota dos de Reconocimiento" The entire issue (16 pages) are devoted to drones and remotely-piloted aerial vehicles including 31 photos, 2 color side-view drawing, and 3 scale 3-view scale drawings. Poster inserts: Bucker Bu 133C Jungmeister: Avion 35-1 de la Escuela de Transformacion de El Copero (Sevilla) de le Aviacion Nacional and Hispano Suiza HS-42D: Avion 81-113 (E.6-96) de la Agrupacion Nº 81 de la Academia General del Aire.

#74 "Blanco Aereos y Aviones no Pilota dos de Reconocimiento" 10 pages completing the coverage of RPVs including 14 photos, one color side-view drawings (an autogiro), and two 3-view scale drawings. "Bleriot B.III" 2 pages including one photo and one scale 3-view drawing. "Bleriot SPAD 51 C.1" 4 pages including 5 photos and a color side-view drawing. Poster inserts: Bucker Bu 133C Jungmeister: Avion 35-15 de la Escuela de Transformacion de Jerez (Cadiz) del Ejercito del Aire and Casa C.212 Aviocar: Avion 79-93 (TE.12B-40) de la Academia General del Aire.

Fuerza Aeronaval Armada de Mexico

Santiago A. Flores

Since the 1990's, the Mexican Navy has been acquiring ex-Soviet block aircraft and helicopters (Mi-2, Mi-8, Mi-17 and An-32B), as well as French, American and German helicopters and some Finnish made COIN/CAS trainer aircraft.

In 1999, the Mexican Navy started a program to built kit planes and light helicopters (Lancair IVP, Legacy 2000 and IV-T) and one Rotor Way Exec 162F light helicopter that was later lost in accident in December 2000. It appears that program was discontinued, with only the Lancair s being built and put in service in one of the Escuadrones Aeronavales (Naval Air Squadrons) and the Naval aviation school. The other Mexican-built aircraft, the IPN Tonathiu, appears to have been retired from the service.

Recently the Navy acquired 10 Zlin 242L primary trainers for the Naval Aviation School. This School has been moved from its base at Las Bajadas, Veracruz to La Paz, Baja California Sur, where the weather conditions are ideal for flight training for both fixed wing and rotary wing aircraft. Not only are naval personnel trained here, but also rotary wing pilots from Mexican police agencies.

The Mexican Naval Aviation shops have started to arm the Mil Mi-8/-17 helicopters to NATO standards. Also being upgraded are the MDD 902 Explorer and the Bo.105C/CB. This work is being done at the Centro de Mantenimiento Aeronaval (Naval Aviation Maintenance Center) probably at Las Bajadas, Veracruz.

By 1997 Mexican Naval Aviation had 17 squadrons and one aviation school. Later in the 1990 s, the Naval Aviation service went through a major reorganization of its units almost at the same time as the Mexican Air Force. As of 2001, the Fuerza Aeronaval, as its know officially, reportedly had about 118 aircraft of which 68 were fixed wing in 9 squadrons and about 50 helicopters in 9 squadrons either in land-based-units or assigned to onboard operations, as were the MD-902 and the B0.105CB. Since then, changes have been noted in the number of fixed wing and rotary wing units and the retirement of aircraft and helicopters from the inventory. Also, it should be noted that certain training aircraft have been assigned to the regular fixed wing aviation units to serve as liaison, recon and patrol aircraft as in the case of the Maule MX-7-180, Beech B-55 Baron, that served in the School as

trainers and in the regular units as mentioned before. While other aircraft like the Hiller UH-12E and the Cessna 152 are being phased out of the service as mentioned in this report.

Recent additions noted are the MD-902, Zlin 242L, Bombardier Dash 8-2000 transport, a number of Learjet VIP jets for the transport squadron stationed at Mexico City, a Robinson R-22 and R-44 helicopters for training and more MI-8MTV-1 and Mi-17 were purchased as noted in the latest developments.

Another turn of events occurred with the Mexican Navy decided to cancel the acquisition of the Lockheed P-3 Orion and the Seaprite helicopters and opted to purchase three ex-IDF/IAF Grumman E-2C Hawkeye early warning aircraft, the delivery dates are reported the first one to arrive in November-December of this year, the second to be delivered, in February 2004 and the third around mid-2004. Its also been reported that the Mexican navy has been using a FAM C-26 for its surveillance patrols, pending the arrival of the E-2C.

As for its command structure, the Commandancia de Aeronautica Naval is under the Jefatura del Estado Mayor de la Armada de Mexico, its H.Q. reportely to be at the Mexico City International Airport.

Santiago Flores (SAFCH #588), 2047-A Cerrissa Ct., San Diego, CA 92154, USA.

All photos via the author.

Cover: Grumman HU-16 Albatross 'MP-429'. Aircraft is overall dark blue with yellow fuselage band and engine nacelles (cowlings are dark blue). Inscriptions and serials are white.

Page 107 Top: CASA C-212 Aviocar 'MP-311'. Colors same as 'MP-429' (Dirk Lamarque)

Page 107 Bottom: DHC-5D Buffalo 'MT-220'. (Manuel Ruiz Romero)

Page 108 Top: Beech F-33A 'MP-23'. Aircraft is yellow overall with dark blue fuselage stripe and wings(?). Polished metal spinner, black serial, and white antenna. (Dirk Lamarque)

Page 108 Bottom: Beech B55 Baron 'ME-060'. Color same as 'MP-23'. (Dirk Lamarque)

Appendix 1

Air Order Of Battle by Type of Squadrons (Patrols, Rescue, Observation, Longistical, Tactical Recon, Transport, etc.)

Units	Type of Aircraft	Location
1/o.Escuadron de Patrulla PRIESCAT	MX-7-180, AC 690, An-32B, C-212, Lancair ES	Chetumal Q.R.
2/o.Escuadron de Patrulla SEGESPAT	An-32B, C-212, DHC-5D, B-55 Baron, AC 980	La Paz BCS
3/o.Escuadron de Patrulla TERESCPAT	An-32B	Las Bajadas, Ver.
4/o.Escuadron de Patrulla CUARESCPAT	C-212, MX-7-180	Tapachula, Chiapas
5/o.Escuadron de Patrulla UINESCPAT	C-212	Campeche, Camp.
1/o.Esc Aeronaval de Reconocimiento PRIESCAREC	L-90TP?, MX-7-180	Guaymas, Sonora

2/o.Esc.Aeronaval de Reconocimiento SEGESCAREC	L-90TP	Tapachula, Chiapas
1/o.Esc. de Ala Movil Exploracion y Transporte PRIESCAMET	Mi-8/Mi-17, F-33C?	Tampico, Ver.
2/o.Esc.de Ala Movil Exploracion y Transporte SEGESCCAMET	Mi-8/Mi-17	La Paz BCS
3/o.Esc.de Ala Movil Exploracion y Transporte TERESCAMET	Mi-8/Mi-17	Chetumal, Q.R.
4/o.Esc.de Ala Movil Exploracion y Transporte UARESCAMET	Mi-8/Mi-17	Tapachula, Chiapas
5/o.Esc.de Ala Movil Exploracion y Transporte QUINESCAMET	Mi-8/Mi-17	Guaymas, Sonora
1/o.Escuadron Aeronaval Embarcado de Patrulla PRIESCEMBPAT	Bo-105/MDD 902?	Bajadas, Veracruz
2/o.Escuadron Aeronaval Embarcado de patrulla SEGESCEMBPAT	Bo-105	La Paz, BCS
1/o.Escuadron de Búsqueda y Salvamento PRIESCBUSALV	Mi-2	Salinas Cruz, Oaxaca
2/o.Escuadron de Búsqueda y Salvamento SEGESCUSALV	Bo.105/AS555AF	Acapulco, Guerrero.
3/o.Escuadron de Búsqueda y Salvamento TERESCUSALV	Type unknown	Campeche, Campeche
Escuela De Aviacion Naval		La Paz, BCS
Training Fixed Wing		
Escuadron Primario (Primary Squadron)	Maule MX-7-180?	
Escuadron Basico (Basic Squadron)	Maule MX-7-180, Beech F-33C?	
Escuadron Avanzado (Advance Squadron)	Zlin 242L, Beech B55 Baron?	
Training Rotary Wing:		
Escuadron Primario (Primary Squadron)	Robinson R-22?	
Escuadron Basico (Basic Squadron)	Robinson R-44?	
Escuadron Avanzado (Advance Squadron)	Robinson R-44?,MDD 500E	
Escuadron Aerenaval de Transporte ESCAEROTRANS	Lj.25D, Lj.31 ^a , Lj.60, Sabreliner 265-60, Dash-8, Mi-17	Mexico D.F.

Appendix 2 Naval Air Squadrons by Type

Ala Fija (Fixed Wing)	8
Ala Rotatoria (Rotary Wing)	11
Escuela de Aviacion Naval (Naval Aviation School) 1	
Centro de Mantenimiento Aeronaval (Naval Air Maintenance Center)	2

Naval Aerial Squadrons by Type of Mission

Escuadron de Patrulla (Patrol Squadrons)	5
Escuadron Aeronaval de Reconocimiento (Naval Recon Squadrons)	2
Escuadron Aeronaval de Reconocimiento Tactico (Tactical Naval Recon Squadron)	1
Escuadron de Ala Mobil Exploracion y Transporte (Rotary Wing Transport And Exploration Sqdn)	5
Escuadron Aeronaval Embarcado de Patrulla (Naval Shipborne Patrol Squadron)	2
Escuadron de Búsqueda Y Salvamento (Search And Rescue Squadrons)	3
Escuadron Aeronaval de Transporte (Naval Air Transport Squadron)	1

Appendix 3

Location of the Fuerza Aeronaval Units by Base Aeronaval (BAN) and Estaciones Aeronavales (EAN)

Base Aeronaval La Paz - La Paz BCS	
2/o.Escuadron de Patrulla SEGESPAT	An-32B, C-212, DHC-5
2/o Escuadron de Ala Mobil Exploracion y Transporte SEGESCAMET	Mi-8/Mi-17
2/o.Escuadron Embarcado SEGESCEMB	Bo.105
Escuela de Aviacion Naval	B55 Baron ,MX-7-180, Robinson, R-22.R-44 Zlin 242L trainers, MD-500E, F-33C.
Estacion Aeronaval Guaymas - Guaymas, Sonora	
1/o.Escuadron Aeronaval de Reconocimiento PRIESCAREC	L-90TP, MX-7-180
Estacion Aeronaval Tampico- Tampico, Veracruz	

1/o.Esc.de Ala Mobil Exploracion y Transporte PRIESCAMET	Mi-8/Mi-17
Base Aeronaval Veracruz- Las Bajadas, Veracruz	
3/o.Escuadron de Patrulla TERESCPAT	An-32B
1/o.Escuadron Aeronaval Embarcado de Patrulla PRIESCMBPAT	Bo.105/MDD902?
Base Aeronaval Campeche- Campeche, Campeche	
5/o. Escuadron de Patrulla QUIESCPAT	An-32B?
3/o. Escuadron de Busqueda y Salvamento TERESCBUSALV	Mi-2?
Base Aeronaval Chetumal- Chetumal, Quitana Roo	
1/o.Escuadron de Patrulla PRIEŞCPAT	An-32, C-212 ,Lancair ES,
	MX-7-180,AC 690.
3/o.Escuadron de Ala Mobil de Exploracion y Transporte TERESCAMET	Mi-8/Mi-17
Salinas Cruz, Oaxaca	
1/o.Escuadron de Busqueda y Salvamento PRIESCBUSALV	Mi-2
Base Aeronaval Tapachula- Tapachula, Chiapas	
4/o.Escuadron de Patrulla CUARESCPAT	C-212, MX-7-180
4/o.Escuadron de Ala Movil de Exploracion y Transporte CUARESCAMET	Mi-8/Mi-17, AS-555AF
2/o.Escuadron Aeronaval de Reconocimiento SEGESCAREC	L-90TP
Acapulco Iap, Guerrero	
2/o.Escuadron de Busqueda y Salvamento SEGESCBUSALV	Bo.105, AS-555AF
Base Aeronaval de Mexico: Ciudad de Mexico D.F. (International Airport)	
Escuadron Aereo de Transporte ESCAERTRANS	Lj-60 MTX-01
	Lj-31 ^a MTX-02
	Lj-25D MTX-03
	SabreLiner 265-60 MTX-04
	Bombardier Dash-8 MTX-05
	Mil Mi-17 MT-362
Escuela De Aviacion Naval: Base Aeronaval La Paz-La; Paz, BCS	
	Be55 Baron, Beech F-33C, MX-7-180, Zlin 242L,
	MD500E, Robinson R-22, Robinson R-44
Escuela de Mecanica De Aviacion	
Base Aeronaval Veracruz- Las Bajadas Ver.	

Appendix 4

Naval Air Bases that are Known by Naval Sector and Region:

BAN- Mexico D.F.	1 Region Naval
BAN- Chetumal, Q.R.	Sector Naval/ 5 Region Naval
BAN- La Paz, BCS	Sector Naval/ 2 Region Naval
BAN- Las Bajadas, Ver.	3 Zona Naval/ 1 Region Naval
BAN-Campeche, Camp.	3 Region Naval
BAN-Tapachula, Chiapas	6 Region Naval
EAN Tampico, Ver.	3 Zona Naval/ 1 Rregion Naval
EAN-Guaymas, Sin.	4 Zona Naval/ 2 Region Naval

Appendix 5

Aircraft Inventory of The Fuerza Aeronaval as of 2003:

Fixed-Wing Aircraft:

7	Valmet Redigo L-90TP
8	Casa C-212-200 Aviocar
6	Antonov An-32B
1	DHC-5D Buffalo
3	Grumman E2C Hawkeye (not yet delivered)
1	Bombardier Q200 Dash-8

1	Gates Lear 60
1	Gates Lear 31-A
1	Gates Lear 25d
1	Rockwell NA Sabreliner 265-60
4	Rockwell Aerocommader 690 (Turbo Commander)
14	Maule MxXT-7-180
1	Rockwell Sabreliner 60
5	Beech F-33C Bonanza
5	Beech B55 Baron
10	Zlin 242L Trainers
3	Lancair ES/IV-P
4	Lancair (being built)
2	Lancair Waiting Components

Helicopters:

4	Mil Mi-2 Hoplite
20	Mil Mi-8MTV-1 Hip-C/Mi-17-IV Hip-H
4	Eurocopter AS-555AF
11	MBB.Bo.105C/105CB
6	MDD 902 Explorer
2	Robinson R-22 Mariner
1	Robinson R-44 Clipper

Appendix 6

Latest Development of the Fuerza Aeronaval, Mexican Navy as of July 2003:

The Mexican Navy has cancelled the acquisition of the 3 Lockheed P-3B Orion aircraft and the SH-2G/F Seasprite Helicopter from the US. Government Excess Defense Articles on May 23, 2002. During the year of 2002, the Mexican Fuerza Aeronaval has acquired the following equipment and started the following modernization programs:

A. Equipment Purchased:

- 3 Grumman E2C Hawkeye, from Israel at the cost of 180 million Mexican Pesos
- 2 Mil Mi-17 helicopters at the cost of 82 million Mexican Pesos, these helicopters have been delivered
- 10 Zlin 242 trainers for the Mexican Naval Aviation School at the cost of 22 million Mexican pesos
- 2 Lancair Super ES Kit planes were assembled at Veracruz

B. Modernization And Conversion:

- 8 CASA C-212-200 Aviocars and 11 Bolkow Bo.105 helicopters for the cost of 940 million Mexican pesos

For the Years 2004 to 2007 the Fuerza Aeronaval plans are the following:

To be Purchased

- 8 Aero L-39 Albatross jet trainers for interception duties. 495 million pes
- 6 Mil Mi-24 Hind-D Attack helicopters for the Special Forces Groups. 450 million pesos
- 2 French Helicopters Eurocopter AS-565 Panthers for ship borne operations 295 million pesos
- 12 Training helicopters Schweizer, probably the 300CBi model, for the 60 million pesos for the Mexican Naval Aviation Sschool

To be Built:

- 4 Lancair kit planes Reportely 2 Lancair Legacy 2000 and 2 Model IV-T at the cost 15 million Mexican pesos

To be Put Back in Service:

- 1 DHC-5D Buffalo transport at 25 million pesos.

To be Modernized:

- Arm 4 Redigo L-90TP and 6 helicopters MDD 902 Explores at the cost of 15.7 million Mexican pesos
- 17 Mil M-17 helicopters with the installation of radar and night vision capabilities
- 8 Mil Mi-17 and 2 Bolkow Bo.105C/CB helicopters will have their armament systems modernized at the cost of 26.8 million pesos.

In the Presidential speech, of September 1st 2002, President Lic. Vicente Fox Quesada reported to the Mexican Congress and people that the Mexican Navy had purchased the following equipment for its aviation component:

- 2 Mil Mi-17 Helicopters
- 3 Grumman E2C Hawkeye

Conversion of the Following Equipment:

- 8 CASA C212 Aviocars

11 Bolkow Bo.105C/CB Helicopters

Aircraft Built:

2 Lancair Super ES already built.

2 Lancair Legacy 2000 to be assembled

2 Lancair Model IV-T to be assembled.

As of July, the Following Aircraft have been Retired from the Fuerza Aeronaval and been put up for Public Sale

Base Aeronaval de La Paz, BCS:

Hiller UH-12E ME-007 \$729,000.00 pesos

Hiller UH-12E ME-009 \$808,000.00 pesos

Centro de Mantenimiento Aeronaval Internacional, Las Bajadas, Veracruz:

Hiller UH-12E ME-005 \$185,000.00

Hiller UH-12E ME-008 \$253,000.00

Estacion Aeronaval de Tampico, Tampico:

Cessna 152-11 MP-10 \$122,000.00

Cessna 152-11 MP-11 \$181,900.00

Sources and References

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3. Web Site <http://www.semar.gob.mx> Armada de Mexico
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7. Web Site Aeroflight <http://www.aeroflight.co.uk/>

The T-35B Pillan in Ecuadorian Naval Aviation

Jorge Delgado

The National Company of Aeronautics of Chile (ENAER), was founded in 1984 to satisfy the air and defense needs of Chile. Together with the Piper they designed a new airplane; the PA-28R-300 or T-35 Pillan, which was to be the replacement of the Beech T-34 Mentor that had more than 25 years of non-stop service training military pilots.

At a cost of one and half million dollars, the prototype was built in the United States. It was a hybrid, built with parts from other models, such as the Dakota and Piper Saratoga. The first flight took place on March 6 1981 in Lakeland, Florida. A second prototype was built (s/n 102) to carry out the tests demanded by the international flying organizations for certification. The aircraft's career began with the delivery of eighty T-35 Pillans to the Military Air Academy Capt. Avalos in August of 1985. Twenty of these were the "B" version with "full" instruments (IFR) for advance instruction.

Because of the success achieved by this plane in Chile it was exported to several air forces: Spain with 41 T-35C for the Ejército del Aire; these airplanes were assembled on the Iberian peninsula by CASA with the designation E.26 Tamiz. Other users are Panama with ten, Paraguay with fifteen, El Salvador five, Guatemala five, the Dominican Republic with seven and, most recently, the Ecuadorian Naval Aviation with four aircraft and a flight simulator. This

latter is the first time that a naval branch received a simulator. The total transaction cost approximately two and a half million dollars.

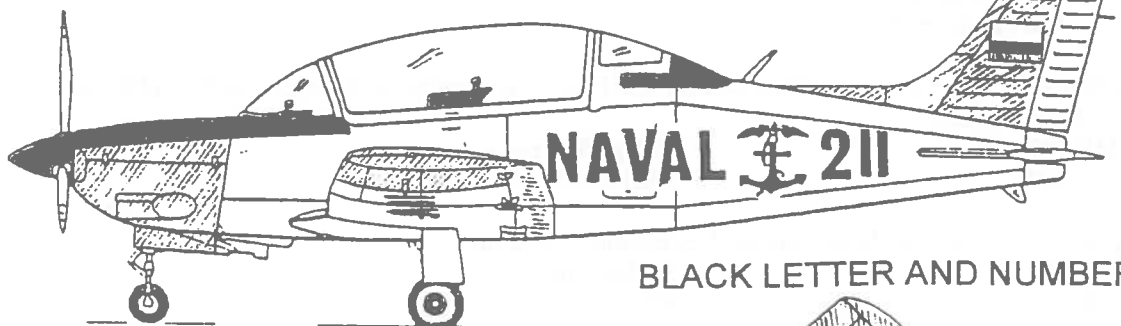
On the 15th of November 2002, during the graduation ceremony of the X class of helicopters pilots of the Ecuadorian Navy, the four T-35B Pillans (code numbers AN-211 to AN-214) were officially incorporated into service. The ceremony was presided over by the Secretary of Defense Alm. (r) Hugo Unda and the Chief of the Combined Command of the Armed Forces, Gral. Oscar Isch.

The T-35 Bravo replaced the T-34C-1 Turbo Mentor in the primary phase in the instruction of new pilots for the Ecuadorian Navy.

The name "Pillan" comes from the Mapuche Indian dialect that means "demon". At first it was thought that the T-35B should carry the name of a bird of the region of Chile that would be easy to remember. However, a contest was started at the Military School of Aviation Capt. Avalos to pick an appropriate name, and the winner was "Pillan" as we know it today.

Jorge Delgado (SAFCH #862), PO Box 2207 - ERDESA, Guayaquil, Ecuador.

NATIONAL FLAG
ON THE RUDDER

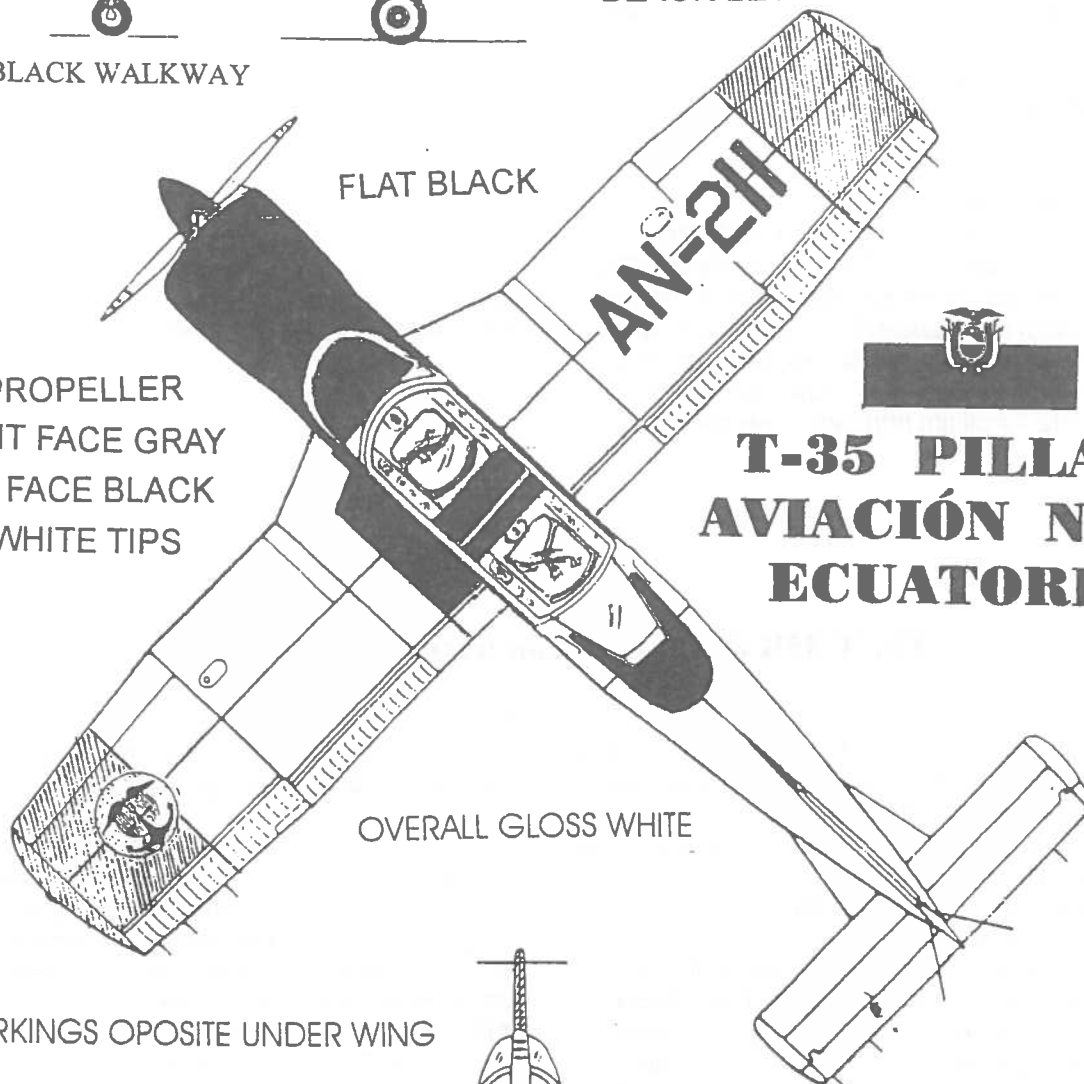


BLACK WALKWAY

BLACK LETTER AND NUMBERS

FLAT BLACK

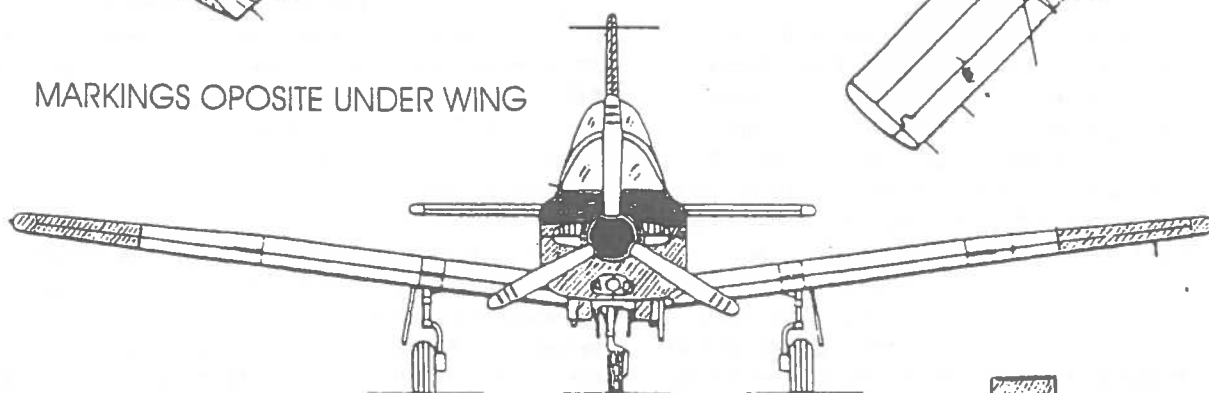
PROPELLER
FRONT FACE GRAY
BACK FACE BLACK
WHITE TIPS



OVERALL GLOSS WHITE

T-35 PILLAN B
AVIACIÓN NAVAL
ECUATORIANA

MARKINGS OPOSITE UNDER WING



NAVY GREY

CAP JORGE DELGADO P.
(SAFCH # 862)

Stirlings in Egypt

Alec Crawford

The first of the RAF's four-engine bombers to see service, the Short Stirling was also the first to be withdrawn. Designed around Specification B.12/36, the Stirling was selected after the Supermarine entry was destroyed in an air raid. An initial order for 100 was given to Shorts at Rochester and later another 100 were ordered from Short and Harlands new factory in Belfast, Northern Ireland.

The prototype took to the air in May 1939 but was soon written off when a brake seized on landing causing the undercarriage to collapse. A second prototype flew seven months later. Production deliveries to the RAF began in August 1940, when 7 Squadron received Stirlings to replace its Wellingtons. The Stirlings first operational sortie occurred on the night of 10/11 February 1941. This was a three-aircraft attack on the oil storage tanks at Rotterdam.

The Stirling proved to be a rugged and capable bomber. It proved to be very manoeuvrable, and on one occasion a Stirling from 218 Squadron survived four night fighter attacks, the crew shot down three of their attackers, and returned safely to base. The Stirling went through a number of changes, mainly with different engines and defensive armament.

By late 1944 the Stirlings were withdrawn from front line service. This was due to the aircraft's inability to operate from 20,000ft, which was the normal operating height of the Lancaster and Halifax. It also had a smaller bomb bay, which could not be adapted to accommodate the larger bombs that were being used by the other two bombers. The role of the Stirling changed from that of a bomber to that of a glider tug/transport. As a glider tug, the Stirling could tow either one Hamilcar or two Horsas. The transport version could accommodate 40 troops or 20 fully equipped paratroopers. The nose hinged open and there was a large cargo door on the right-hand side of the rear fuselage. The transport version was designated Stirling MkV.

In late November 1948, a Belgian Company, Trans-Air, asked an ex-RAF pilot, Geoffrey Allington, if he would instruct some pilots to fly the Halifax. The company had three such aircraft, one of them being OO-XAB, that it wanted to use for passenger and freight work. After consultation with Monsieur Jaune, Trans-Air's owner, it was agreed that the Halifax was the wrong type of aircraft and that Stirling MkV transports would be a better choice.

Geoffrey approached the Air Ministry about the possibility of purchasing a number of Stirlings. He was told that all the remaining aircraft had been sold for scrap. After a search, a number of Stirling MkVs were found at RAF Polebrook in Northamptonshire. A deal was struck and ten Stirlings plus a quantity of spares was purchased for £2,000. It has also been quoted that 12 aircraft were purchased. This is not the case as, according to an official invoice, only 10 Stirlings were purchased. The aircraft were refurbished by Airtech Ltd at Thame, England. Six of the transports were converted to carry passengers and had two toilets and a wash basin fitted in the rear of the fuselage. The bomb bays were fitted with sliding doors for the luggage. The freighter had a longer nose that hinged upwards and a large loading door to the rear of the starboard fuselage. One ton of cargo could be

carried in the nose and six tons in the fuselage. In this configuration the aircraft had a cruising speed of 210 mph, which was faster than the DC-4.

The first Stirling was ferried over to Belgium in May 1947 and was registered OO-XAC on 2 June 1947. In June, the aircraft carried out the company's first charter flight, which was a load of pigs going from Manston to Bergamo, Italy. As the aircraft left the runway at Manston the port outer engine failed and pilot kept the aircraft low as he carried out a circuit and landed. A replacement engine was soon fitted and the flight continued to Italy. The charter flights not only covered Europe but also included flight to China.

In October 1947, the remaining Stirlings were sold to another Belgian company, Air Transport S.A. of Brussels. On the 22 December 1947, OO-XAC was at Kun-ming, China. With a full load of passengers, the Stirling failed to get off the ground and careered into a cemetery at the end of the runway. The co-pilot was killed and the pilot suffered a broken arm and hip. The passengers all survived unhurt, while the Stirling was a complete write off.

With the creation of the independent state of Israel in 1948, the neighbouring Arab countries took up arms against this new nation. The Royal Egyptian Air Force was on the look out for some heavy bombers and the Stirling was selected. In October 1948 six Stirlings, OO-XAD, -XAE, -XAH, -XAK, -XAL and XAM, were sold to the Tangiers Charter Company Limited, another Belgian company. This may have been a cover, as the real destination for the Stirlings was Egypt. OO-XAL was reportedly sold in Czechoslovakia, although it did eventually end up in Egypt, and another Stirling, OO-XAS, set out for Spain in 1948 and was never heard from again. Geoffrey Allington flew out the first Stirling, possibly OO-XAD on 7-8 August 1948. The aircraft took off from Blackbushe, England, with a load of generators plus a number of 12 volt batteries. The aircraft went on a southerly route over the south of France, across the Med and eventually landed at Castle Benito, Tripoli. After refuelling, the Stirling was flown to El Adem and then a short hop across to Almaza, where the cargo was unloaded.

Registration/Ferry date

OO-XAD 7-8 August 1948 ferried via Brussels-Tripoli-Cairo.

OO-XAE Date unknown.

OO-XAH 23-24 October 1948 ferried via Brussels-Cairo.

OO-XAK 8-9 September 1948 ferried via Brussels-Cairo.

OO-XAL 1-2 October 1948 ferried via Brussels-Cairo.

OO-XAM 12-13 August 1948 ferried via Brussels-Tripoli-Cairo.

The aircraft were taken on strength by 8 Bomber Squadron and crew training began almost immediately. In an effort to provide some form of self-defence, some of the Stirlings were fitted with guns. One is reported to have been fitted with the turret from an Anson. Bomb racks were created from ex-RAF scrap from different aircraft.

In November, a Stirling took off on a training flight. It had not been up for long when it suddenly blew up killing the

pilot, Wing Commander Muhammad Adli Kafafi, and co-pilot, Squadron Leader Mustafa Sabri Abd al Hamid. Although the reason behind the explosion was never discovered, sabotage was not ruled out.

During the later part of the Israeli War of Independence, in 1948, the Stirlings took part in a number of raids. The first sortie was carried out in the early morning of the 23 December, when one Stirling carried out a high altitude raid on Tel Nof. Very little damage was inflicted. Christmas Day saw another single Stirling drop a number of bombs in the Mishmar Ha Emek area, which was next to the Israeli airfield at Megiddo. This time a number of casualties were inflicted on some civilians. Later on in the day, another Stirling attacked barracks at Tel Litvinski which were situated to the East of Tel Aviv. Another attack was carried out when a bridge at Allenby on the Jordan River was bombed. This area was held by the Jordanians and may have been the result of a navigational error. Also it may have been carried out by a C-47.

The 29th of December saw a Stirling, from Cairo West, carry out a daylight attack on an Israeli column in the Abu Ageila area. A number of runs were made over the column, but little damage was inflicted. Abu Ageila was again targeted the next day along with Israeli positions in the Al Auja area. Because the attack was carried out at high altitude, the results were negligible. During the 1st of January, a single Stirling bombed the outskirts of the Israeli held West Jerusalem. Further sorties were carried out, but records fail to identify aircraft type. These may have included Stirlings.

The ultimate fate of the Egyptian Stirlings is unclear. It has been reported that most were lost during the 1948 conflict with Israel, but no hard evidence has come to light. In the 1950 annual report to the Air Ministry by the British Air Attaché in Cairo, he stated that there were six (probably only five) Stirlings on strength, although they were in an unserviceable condition. These were still present in 1951, although number and condition is unclear, but by 1952 they were no longer mentioned. It seems likely that sometime in 1951 the remaining Stirlings were either sold or scrapped, with the later being more likely.

Registration	RAF serial	Types
OO-XAC	PK172	Passenger
Registered to Trans-Air in June 1947. Sold to Air Transport in October 1947. Crashed at K un-ming, China on 22 December 1947.		
OO-XAD	PK180	Cargo
Registered to Trans-Air in June 1947. Sold to Air Transport in October 1947. In 1948 registered to Tangiers Charter Company. To REAF in August 1948.		
OO-XAE	PK181	
Registered to Air Transport in October 1947. In 1948 registered to Tangiers Charter Company. To REAF in 1948.		
OO-XAH	PJ900	Cargo
Registered to Trans-Air in July 1947. Sold to Air Transport in October 1947. In 1948 registered to Tangiers Charter Company. To REAF in October 1948.		

OO-XAK PK136 or PK135
Registered to Air Transport in May 1948. In 1948 registered to Tangiers Charter Company. To REAF in October 1948.

OO-XAL PK182
Registered to Air Transport in June 1948. Sold to Tangiers Charter Co, Ltd., 1948. Sold to REAF October 1948.

OO-XAM PK148
Allocated for Air Transport but markings not applied. Registered G-AKPC for ferry flight from RAF Polebrook to Thame (Airtech Ltd). Sold to Tangiers Charter Co. Ltd., 1948. Sold to REAF August 1948.

OO-XAR PK182 or PK186
Allocated for Air Transport but markings not applied.

OO-XAS PK153 Cargo
Registered to Air Transport in April 1949.

OO-XAV PK174
Registered for Air Transport in April 1949

Colours and markings

The exact colours of the Stirlings are unclear. When they were in the service of Trans-Air, the aircraft were natural metal or aluminium overall. Registration markings were in large black letters on the fuselage and over the upper and lower wings. The 'OO' was on the port wing, the two letters being separated by the outer engine, and the remaining three letters evenly spaced out on the port wing. The name 'Trans-Air' was placed below the cockpit about half way down the fuselage. In Air Transport service the name 'Air Transport' was placed under the cockpit. In Egyptian service, they may have been camouflaged or they may have been left in natural metal. They would have worn Egyptian roundels for the period above and below the wings and fuselage sides. Serials, if carried, would have been in Arabic and placed on the fuselage aft of the roundel. They would most likely have been repeated under the wings facing opposite directions as per RAF practice.

Authors note: If anyone has further info on the Egyptian Stirlings I would be grateful if they could pass it on. I am also looking for info/photos on Egyptian Lancaster and Halifax bombers. Please send to acrawford@blueyonder.co.uk.

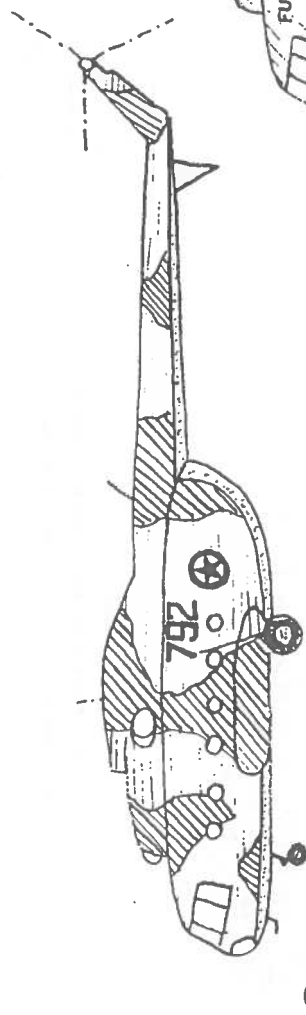
References:

1. Stirlings in Egypt, by Yannis Trypitis.
2. Stirling Civil Servants, by Geoffrey Allington, Aeroplane Monthly November 1982.
3. The Stirling File, Air Britain.
4. Short Stirling. Warpaint series No15. Alan W Hall.
5. Spitfires over Israel, by Chris Shores. Grub Street.

My thanks to Alex Smart for some of the reference material and Frans van Humbeek for going through Belgian archival material for the aircraft that were sold to Egypt.

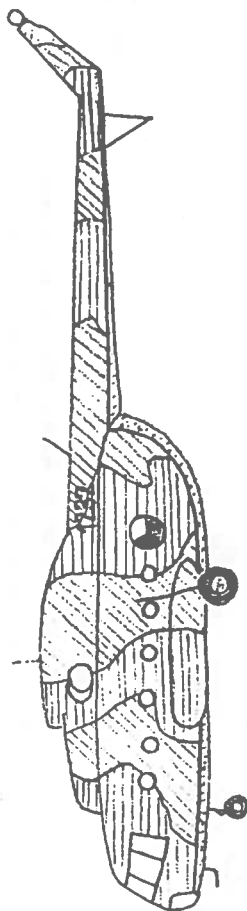
Alex Crawford, acrawford@blueyonder.co.uk.

Small Air Force Mi-8/14/17



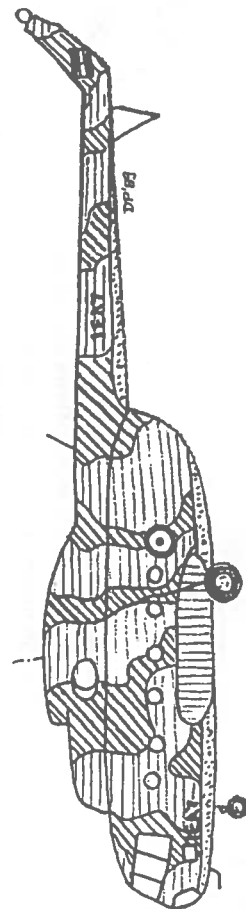
①

2. Mi-8 Cuban AF.
Green over light blue. Black serial '75'
and inscription 'Fuerza Aerea Revolutionara'.



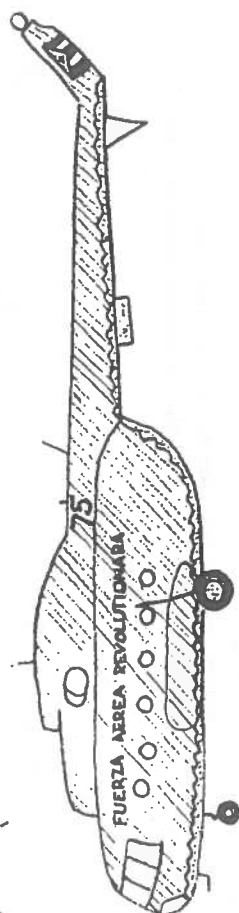
③

4. Mi-8 Czech AF.
Green over light blue. White serial '1332'.
National insignia white. '1623', '0817', '1132',
and '2832' in similar color scheme.



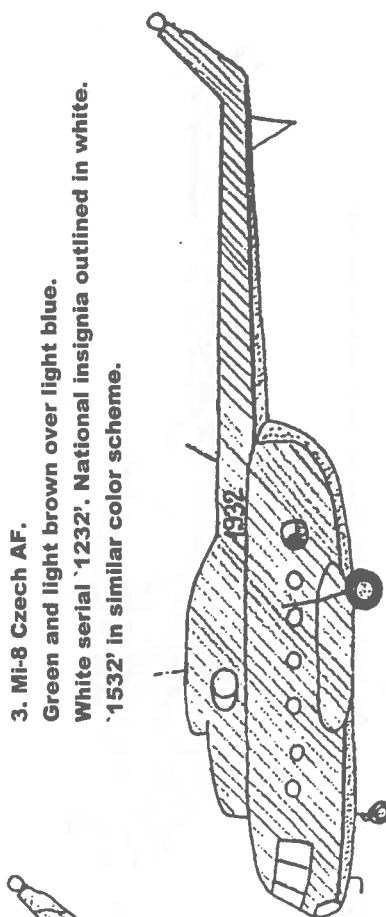
⑤

6. Mi-8 Egyptian AF.
Sand over light blue. Black serials.



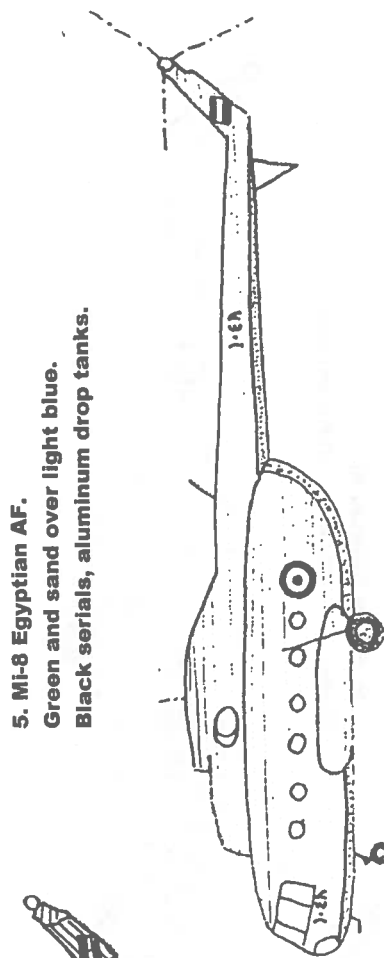
②

1. Mi-17 Afghanistan AF, circa 1988.
Green and sand over light blue.
Black serial '792' with six UV-32/57 rocket pods.



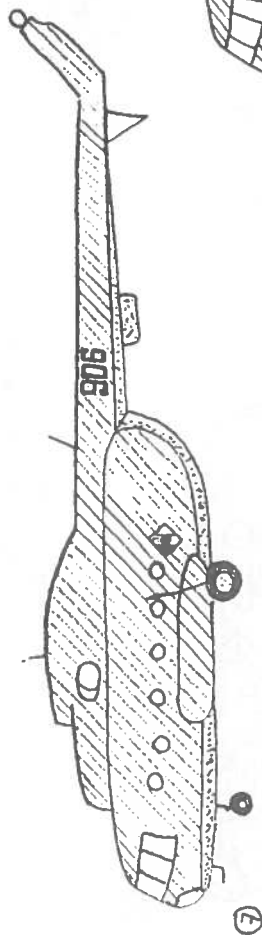
④

3. Mi-8 Czech AF.
Green and light brown over light blue.
White serial '1232'. National insignia outlined in white.
'1532' in similar color scheme.

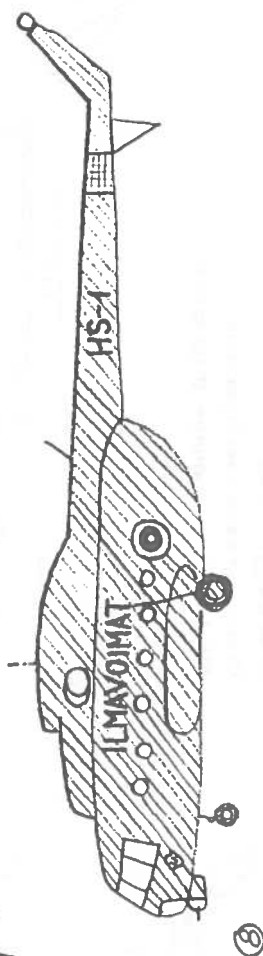


⑥

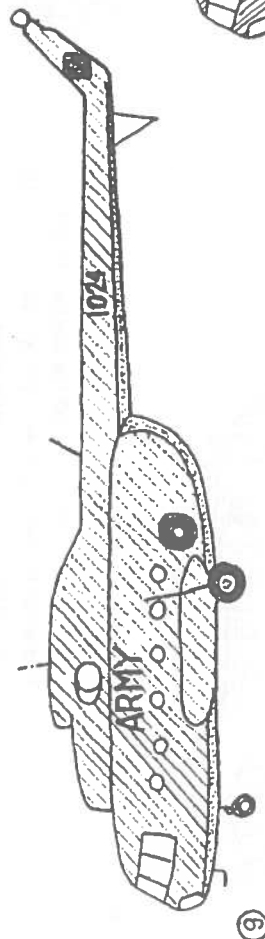
5. Mi-8 Egyptian AF.
Green and sand over light blue.
Black serials, aluminum drop tanks.



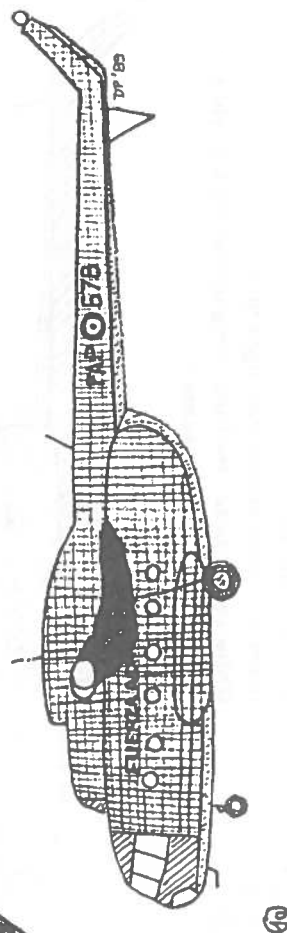
7. Mi-8 East German AF.
Green over light blue. White serials.



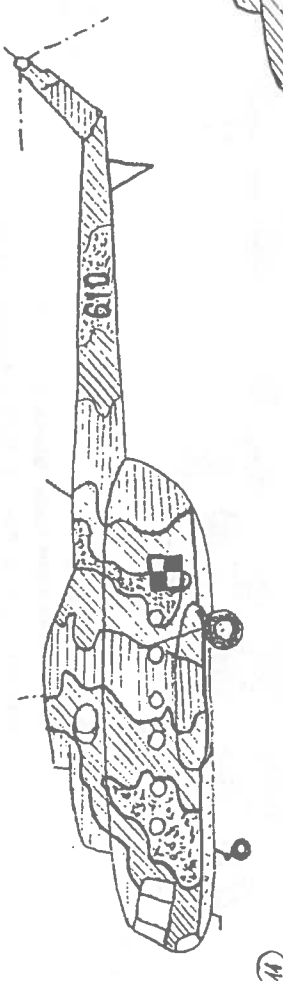
8. Mi-8 Finnish AF.
Green overall. All inscriptions are white.
Orange stripe on the tail boom.
'HS-2' in similar color scheme.



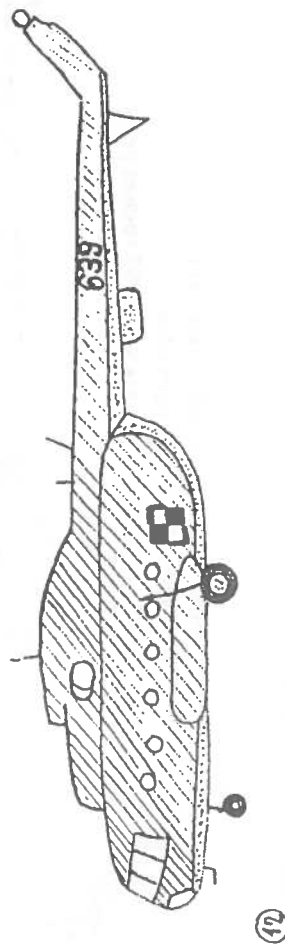
9. Mi-8 Pakistan AF.
Green over light blue. All inscriptions are white.



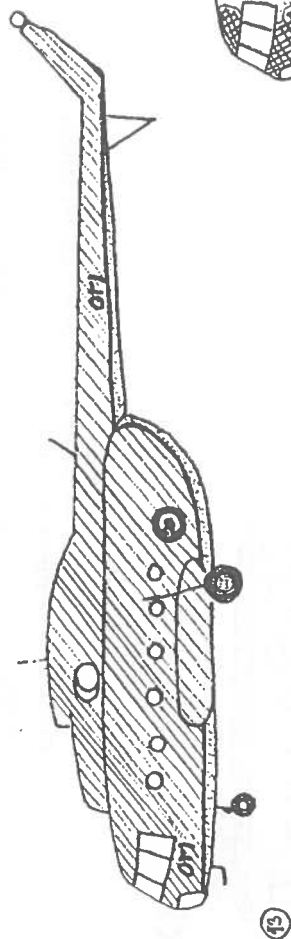
10. Mi-8 Peruvian AF.
Basic color is orange. All inscriptions are black.
Dirty behind exhausts. Colors of nose section
and undersides unknown.



11. Mi-8 Polish AF.
Green, brown, and blue grey over light blue.
White serials. '610' and '800' in similar color scheme.



12. Mi-8 Polish AF.
Green over light blue. White serial. '639'
and '523' in similar color scheme.

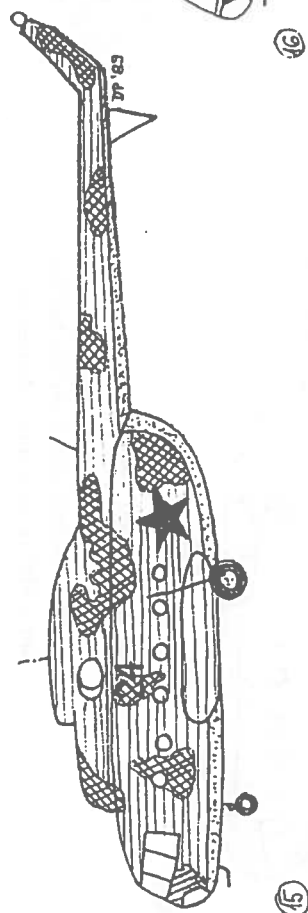


13. Mi-8 Sudan AF.
Green over light blue. White serials.

(13)

14. Mi-8 Russian AF.
Olive green, dark green, and tan over light blue.
Yellow serial '28' with black outline.
Red Stars outlines in white.
Yellow '24' has a similar color scheme.

(14)

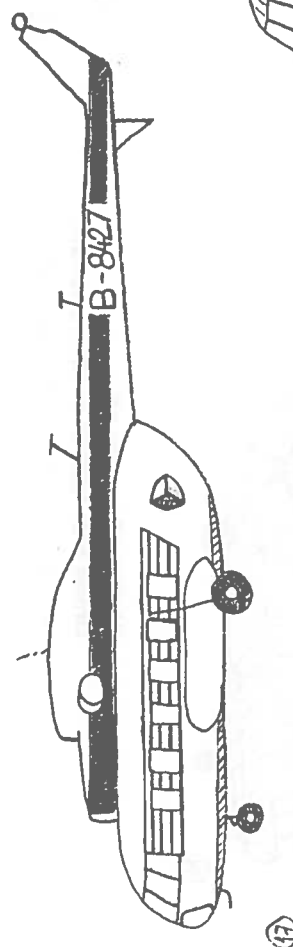


15. Mi-8 Russian AF.
Basic color is tan or light brown with dark patches, probably green. Undersides are light blue.
Red Stars and serial '24' are red outlines in white.

(15)

16. Mi-8 Polish AF.
White overall with black stripe from air intakes to tail rotor.
Black serials.

(16)

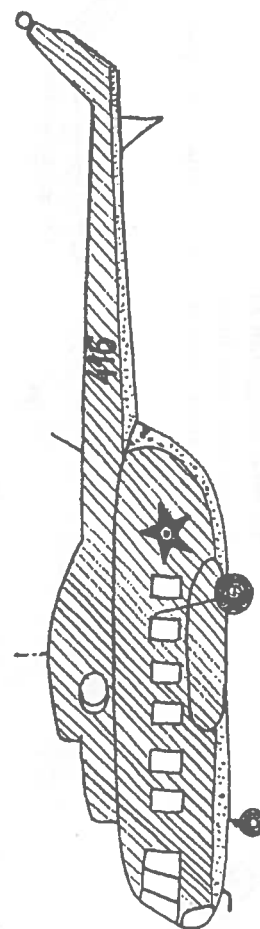


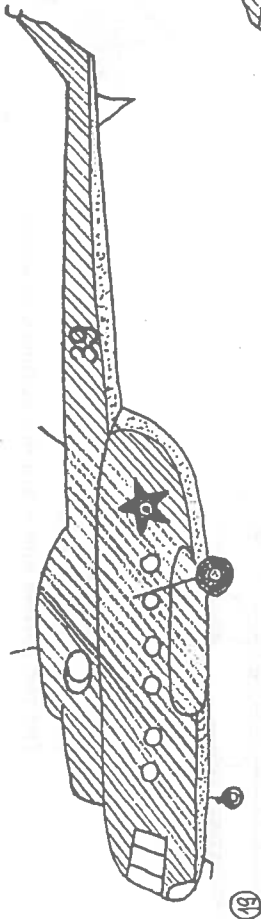
17. Czech Air Police Flight.
Basic color is white with underside of fuselage neutral grey.
Cheatline is red with three white bands.
Black stripe form air intakes to tail rotor.
Red serial 'B-8427'. National insignia outlined in blue.
Serial repeated in underside of tail boom.

(17)

18. Mi-8 Hungarian AF.
Green over light blue.
The red serials and stars are outlined in white.

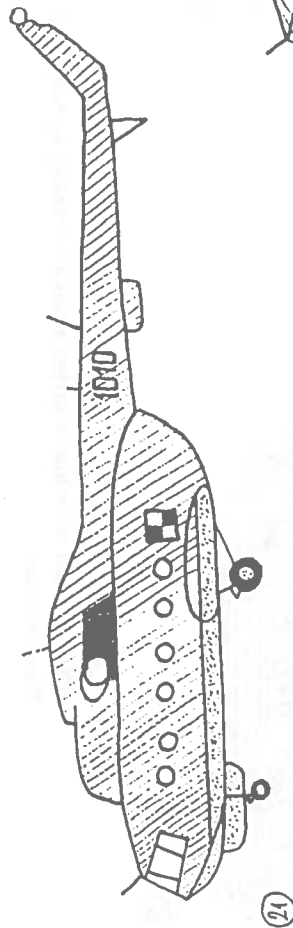
(18)



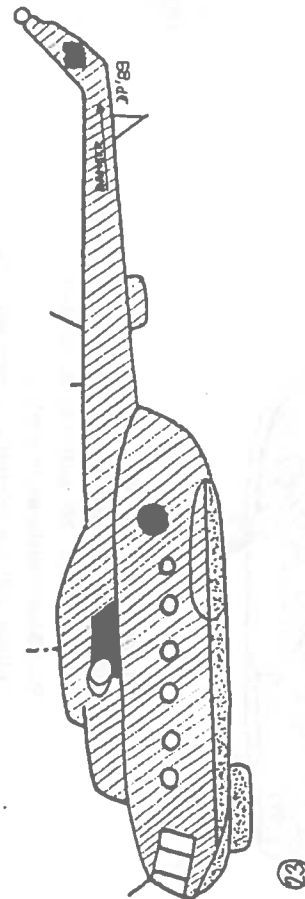


19. Mi-8 Hungarian AF.
Green over light blue.
The red serial and stars are outlines in white.

20. Mi-8 Yugoslav AF.
Green over light blue. White serials.
'217' and '20' in similar color scheme.



22. Mi-14 East German AF.
Most probably green over light blue.
Red three-digit serial on the tail boom
(unreadable on a poor black and white photo).

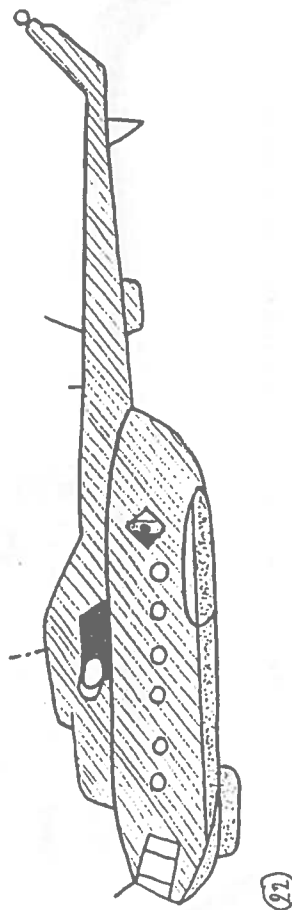


23. Mi-14 Libya AF.
Light grey over light blue.
Thin black line between these colors.
No serial worn during delivery flight.

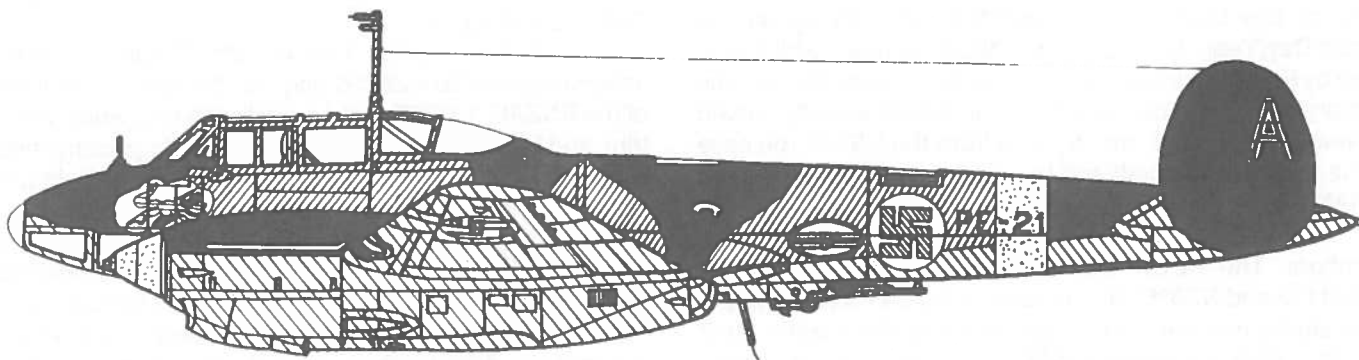
General color notes

- Main rotor blades: black or dark grey.
- Tail rotor: black or dark grey with red/white/red stripes in tip.
- Rotor head: natural metal
- Exhausts: natural metal outside and matt black inside

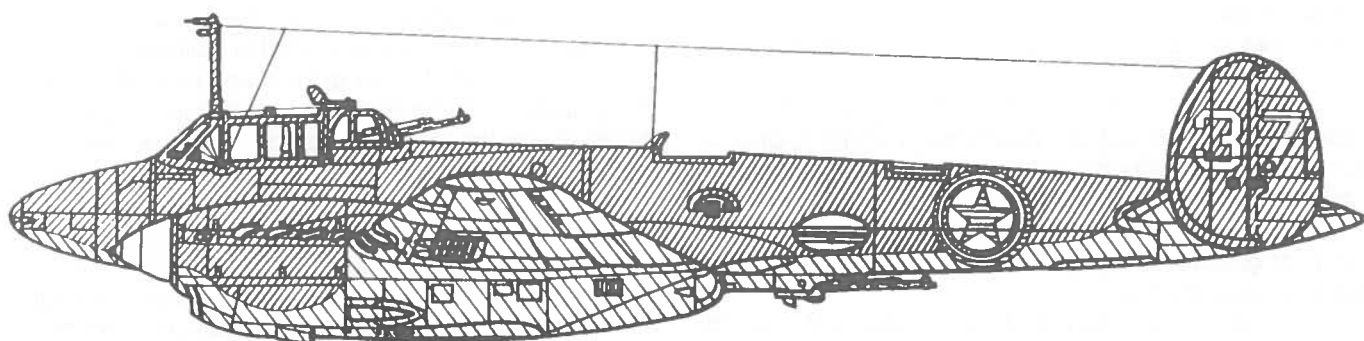
21. Mi-14 Polish Navy.
Light grey over light blue. Thin black line
between these colors. White serials '1010'.
Red serials are worn by some Polish Mi-14.



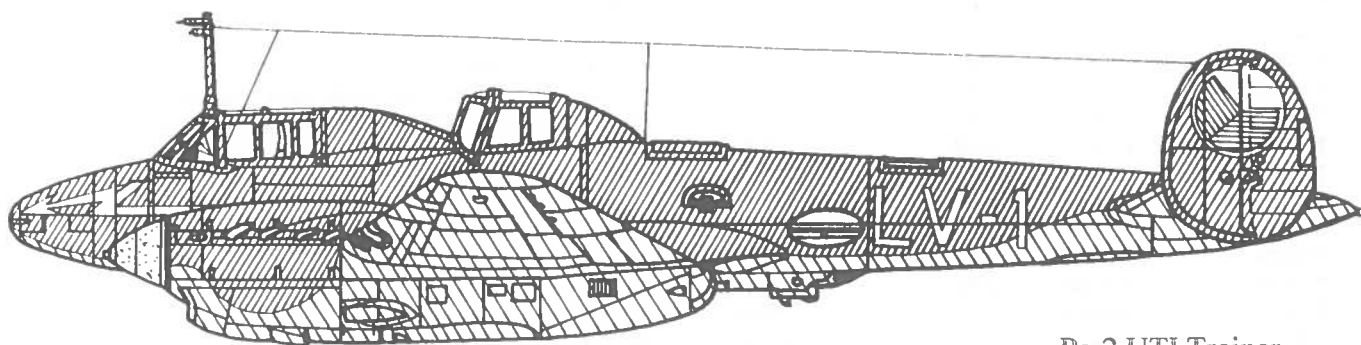
Petlyakov Pe-2



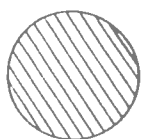
Finnish Air Force
PLe Lv 48, Autumn 1944
Note: airbrakes deleted



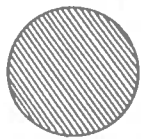
Hungarian Air Force
Post War
Note: silver spinners



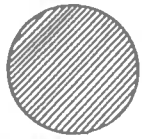
Pe-2 UTI Trainer
Czechoslovakian Air Force
Post War



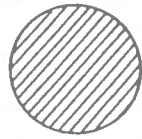
light
blue
grey



medium
blue



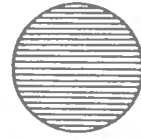
dark
green



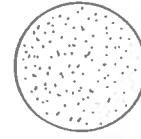
medium
green



red
brown



red



yellow

Hubert Cance (SAFCH #809)

Royal New Zealand Air Force Skyhawks

Paul Adams

All dates given below are in the normal British/NZ style of Day/Month/Year rather than the US system of Month/Day/Year. N/n stands for Nose number, which was worn by Royal Australian Navy Skyhawks in black figures. The delivery date is the day on which the aircraft actually arrived in New Zealand. This was by ship from the USA in the case of the original 14 aircraft and by air from Australia for the ten exRAN aircraft.

RNZAF aircraft have an A suffix to their US Bureau Numbers. The Royal Australian Navy serial numbers of NZ621118 and NZ625556, comprised the US Navy Bureau of Aeronautics number with the addition of an N13 prefix, such as N13154903. According to SAFO #17, the B suffix was worn as part of the serial by Batch 1 aircraft until about 1974, when it was dropped.

Five basic colour schemes have been worn by RNZAF Skyhawks since the type entered service in 1970, although there have been a number of small differences, especially as far as markings are concerned. All are tabled here.

(1) Vn = Vietnam USAF style green/green/tan camouflage with light grey undersurfaces, from 1970. Original batch of 14 NZ aircraft only. Silver fern leaf or full colour Kiwi roundels, vertical or tapered fin flashes.

(2) Liz = Lizard Current USAF style European 1 type scheme of green/green/grey overall, from 1984. 22 aircraft. Lowviz red/blue insignia.

(3) USN = US Navy Light grey upper surfaces with white undersurfaces and flying control surfaces. One exRAN aircraft only, NZ6256. Full colour Kiwi roundels and tapered fin flash.

(4) RAN = Royal Australian Navy. Two tone light grey

and dark grey camouflage overall. Nine exRAN aircraft only. Full colour insignia.

(5) Gd = Gold - Special 50th (Golden) Anniversary scheme applied to NZ6256 only, for the Golden Anniversary of the RNZAF, 193787. Gold overall with red, white, and blue trim, and black markings. Full colour markings using medium blue, and a black RNZAF title above the starboard wing, lower port wing unmarked.

When delivered, the exRAN aircraft were still in full RAN markings except for Kiwi roundels. This included NAVY titles, serials, and even squadron insignia in some cases. The last three digits of the serial number were repeated on the noses of all NZ Skyhawks in the Vietnam scheme in light grey. The exRAN aircraft had the last three on the nose in black, while NZ6256 again differed in having only its last two digits on the nose in black. The Lizard scheme aircraft all have the last two digits only on the nose in black.

It was originally intended to upgrade all 22 surviving Skyhawks (17 singleseaters, and five trainers) to Kahu standard. However one further aircraft was lost before beginning its upgrade, and so only 21 Skyhawks were actually modified. NZ6208 was the first upgraded aircraft to be lost. In all, four aircraft, all from the original batch of 14, have been lost to date.

Acknowledgment:

I would like to thank Squadron Leader P.A. Harrison, RNZAF, for providing the NZ/Aust serial number tieups, and John Richards for providing the delivery dates for the last six RAN aircraft.

Paul Adams (SAFCH #773), 81 Ponsonby Road, Ponsonby, Auckland 1, New Zealand.

Model	Serial	N/n	Bu No	c/n	f/f	d/d	Colors	Notes
A4K	NZ6201		157904A	14084	10/11/69	17/5/70	Vn, Liz	Kahu
	NZ6202		157905A	14085		17/5/70	Vn, Liz	Kahu. First a/c painted in Lizard camouflage, 1984.
	NZ6203		157906A	14086		17/5/70	Vn, Liz	Kahu. First RNZAF a/c to break sound barrier 22/7/70
	NZ6204		157907A	14087		17/5/70	Vn, Liz	Kahu
	NZ6205		157908A	14088		17/5/70	Vn, Liz	Kahu prototype singleseater.
	NZ6206		157909A	14089		17/5/70	Vn, Liz	Kahu
	NZ6207		157910A	14090		17/5/70	Vn	Crashed 18 Oct 1974, pilot ejected.
	NZ6208		157911A	14091		17/5/70	Vn, Liz	Kahu. Crashed 23 Jul 1992, pilot ejected.
	NZ6209		157912A	14092		17/5/70	Vn, Liz	Kahu
	NZ6210		157913A	14093		17/5/70	Vn, Liz	Crashed 24 Oct 1989, pilot killed.
A4G	NZ6211	882	154903B	13734		20/7/84	RAN, Liz	Kahu
	NZ6212	883	154904B	13735		12/7/84	RAN, Liz	Kahu
	NZ6213	884	154905B	13736		12/7/84	RAN, Liz	Kahu
	NZ6214	887	154908B	13739		20/7/84	RAN, Liz	Kahu
	NZ6215	871	155052	13824		26/7/84	RAN, Liz	Kahu. Ex USN A4F.
	NZ6216	874	155061	13833		20/7/84	RAN, Liz	Kahu. Ex USN A4F.
	NZ6217	876	155063	13835		26/7/84	RAN, Liz	Kahu. Ex USN A4F.
	NZ6218	877	155069	13841		26/7/84	RAN, Liz	Kahu. Ex USN A4F.
TA4K	NZ6251		157914A	14094	5/12/69	17/5/70	Vn, Liz	Kahu
	NZ6252		157915A	14095		17/5/70	Vn, Liz	Kahu
	NZ6253		157916A	14096		17/5/70	Vn	Crashed 25 Mar 1981, pilot ejected but killed.
	NZ6254		157917A	14097		17/5/70	Vn, Liz	Kahu prototype towseater.
TA4G	NZ6255	880	154911B	13732		12/7/84	RAN, Liz	Kahu
	NZ6256	881	154912B	13733		12/7/84	USN, Gd, Liz	Kahu. Golden Anniversary a/c, painted gold 198687.
A4L	NZ6207		149516	12841		27/1/88	Vn	Ex USN A4C/L. Museum exhibit only, no RNZAF service. Modified to represent an A4K, RNZAF Museum, Wigram.

Sandinista Helicopters

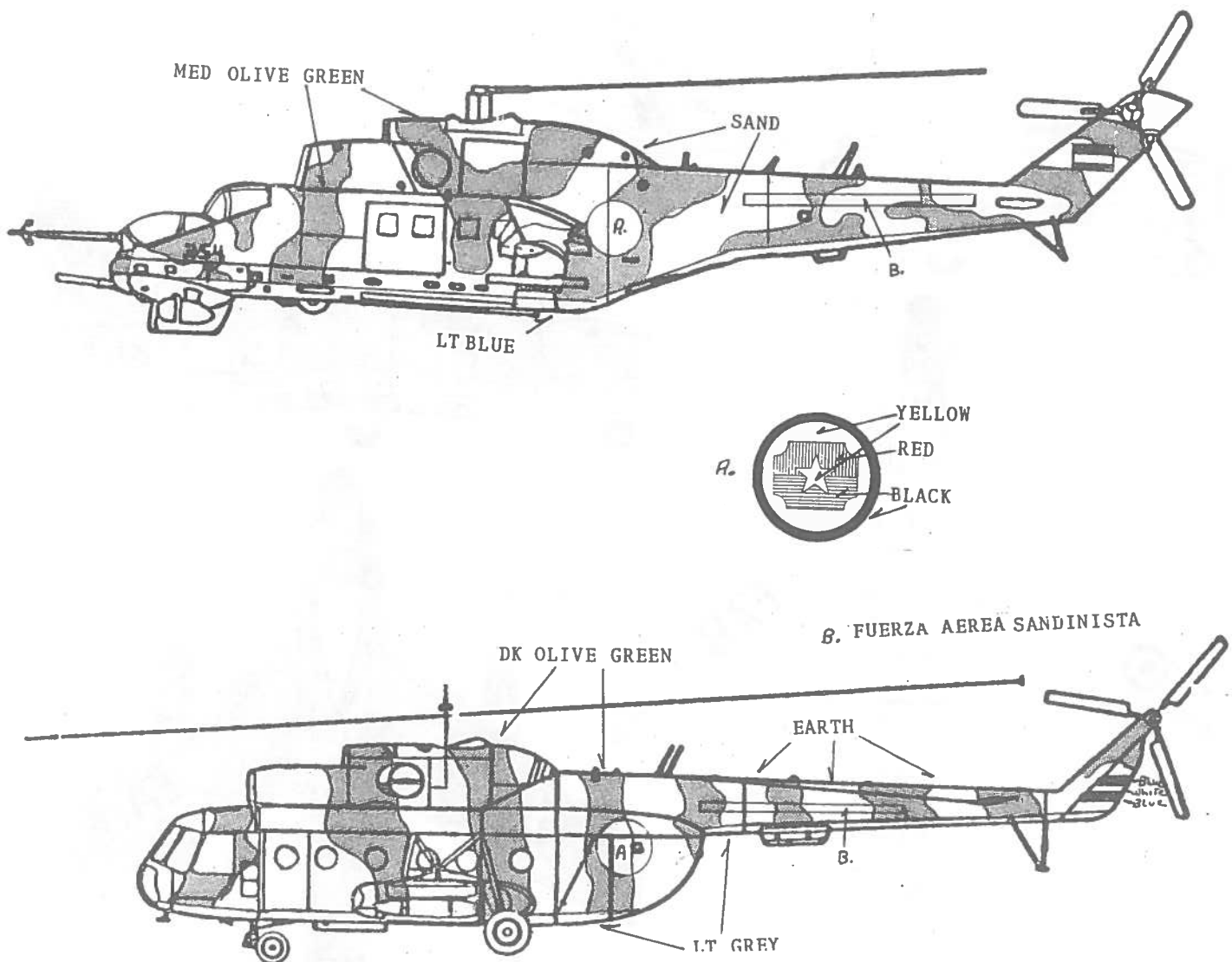
Nick Waters (deceased)

In late 1984, the Soviet Union delivered at least six Mi-26 Hind D attack helicopters to the Sandinista Air Force (Fuerza Aerea Sandinista, FAS). A photo of one was published in Time Magazine along with photos of Mi-8 Hip C armed transport helicopters. The best of these photos, a profile shot of an FAS Hip C, reveals details of the national insignia illustrated in the two drawings below. This national insignia consists of a black ringed yellow disc with a representation of the Sandinista flag superimposed in the center. Colors of the flag are red over black (dark blue?) with a yellow star. The legend "Fuerza Aerea Sandinista" is black on the fuselage

boom and a blue /white/blue fin flash is carried on the vertical fin. Aircraft numbers are carried on the nose in black. The FAS insignia is carried on both sides of the fuselage, and although not confirmed by photos, there is a good possibility that the national insignia is carried under the fuselage.

(a) Mi-24 Hind, Sandinista Air Force 1985. Aircraft is camouflaged in medium olive green and sand over light blue.

(b) Mi-8 Hip, Sandinista Air Force, 1985. Aircraft is camouflaged in dark olive green and earth over light grey.



The F-86F Sabre in Bolivia

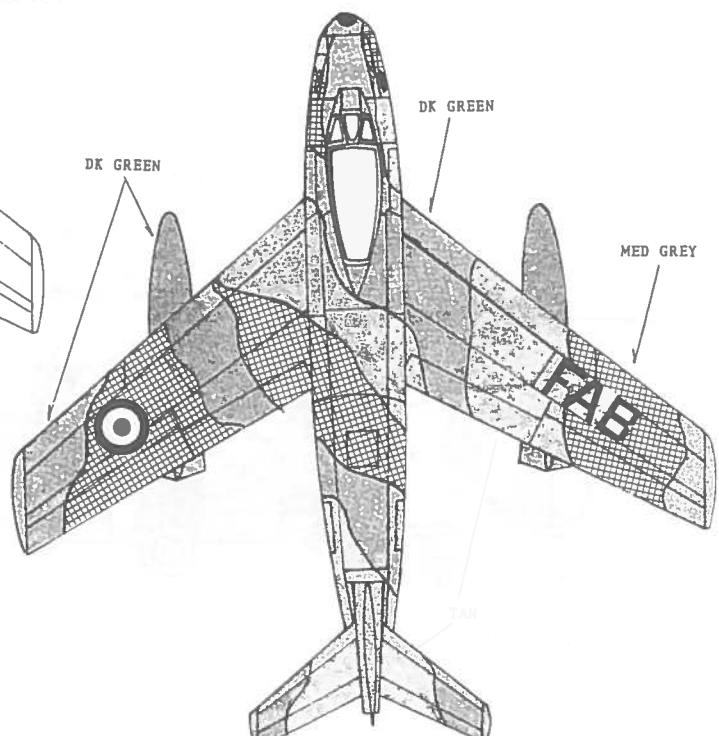
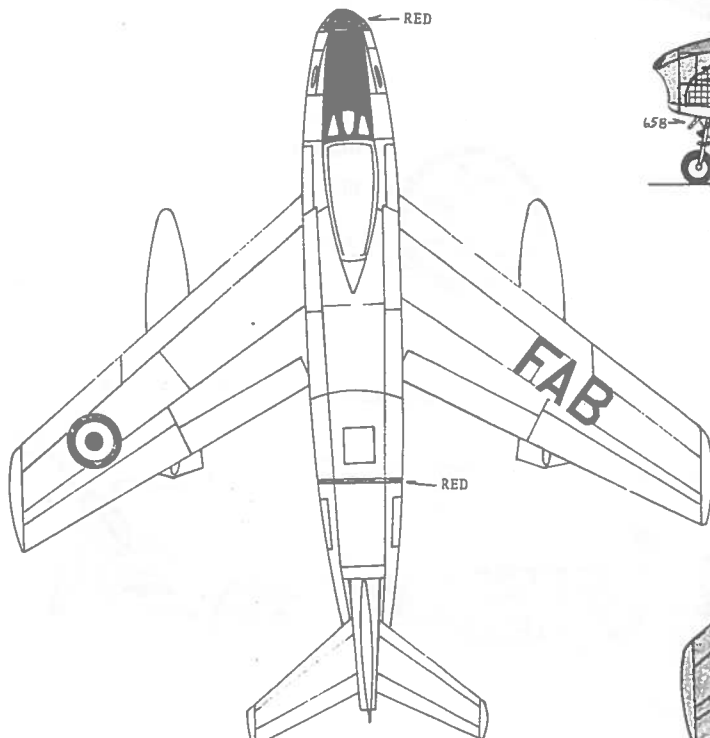
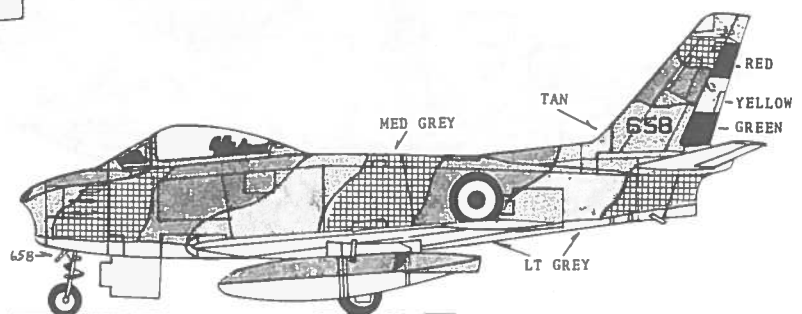
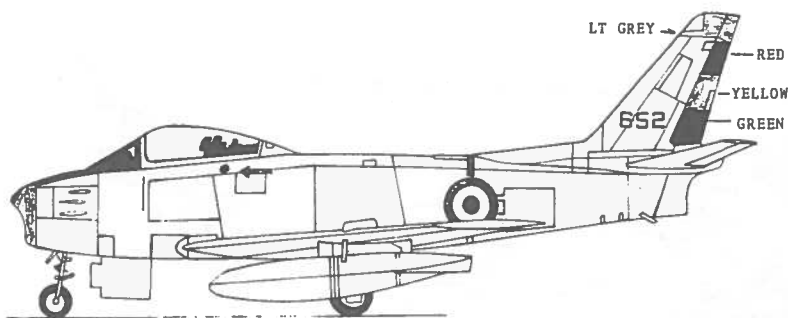
Nick Waters (deceased)

In 1973, the Bolivian Air Force (FAB) received nine F-86F from the Venezuelan Air Force. These aircraft re-established the FAB fighter squadron that had been disbanded when the FAB's Mustangs were retired. (Twenty T-33A Silver Stars armed trainers served as the FAB's sole fighter force between the departure of the F-51s and the acquisition of the Sabres.) The Sabres were assigned to Grupo Aero de Caza 32 (CAG 32). By 1984, the squadron had been reduced to six aircraft mostly because of accidents. When the aircraft were sent to Argentina for overhaul, they received a camouflage scheme identical to FAA Sabres.

Spare parts for the Sabres became increasingly difficult to obtain and there were some instances when 50% of the squadron was out of commission because of the lack of spares.

(a) F-86F Sabre, Bolivian Air Force, 1974. Aircraft is bare metal overall with a red nose band and black anti-glare panel. The rudder stripes are (top to bottom) red, yellow, green. Roundels are carried on the fuselage and on the upper left and lower right wing. "FAB" is carried on the lower left and upper right wing in black. The numbers are black. Ejection seat triangles and rescue markings are in Spanish.

(b) F-86F Sabre, Bolivian Air Force, 1984. Aircraft is camouflaged medium grey, tan, and dark green over light grey. Rudder stripes (top to bottom) are red, yellow, green. Roundels are carried on the fuselage and on the upper left and lower right wings, "FAB" is carried on the lower left and upper right wing in black. Numbers are in black. Ejection triangles and rescue markings are in Spanish. The aircraft number is repeated on the nose wheel door in black.



Mozambique MiG-17 Fresco C

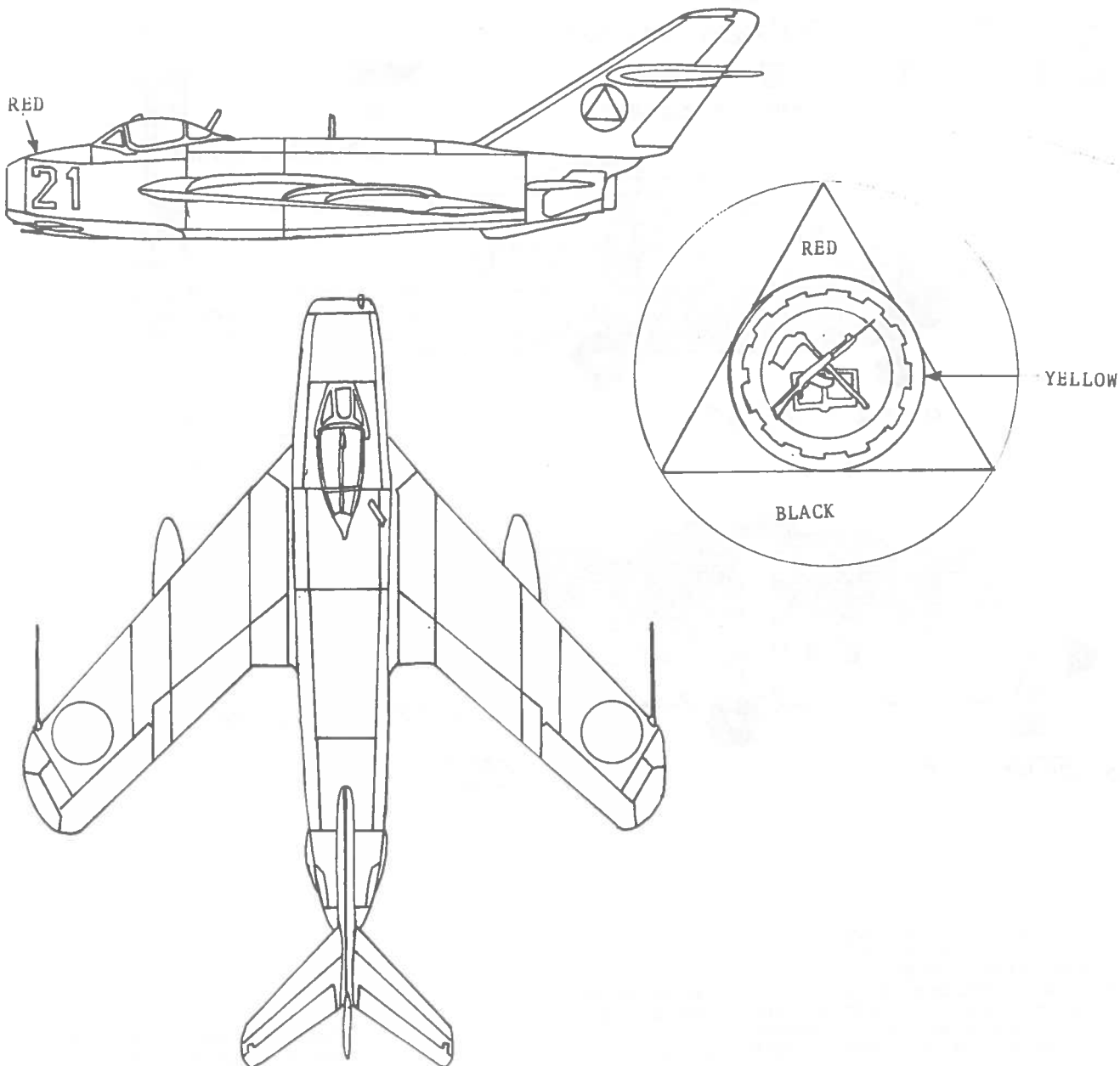
Nick Waters (deceased)

On 8 July 1981, a Mozambique fighter pilot, LT Bamba, defected to South Africa with his MiG-17 Fresco C fighter. He was intercepted by SAAF Mirage F.1 fighters and directed to land at Hoedspruit Air Force Base.

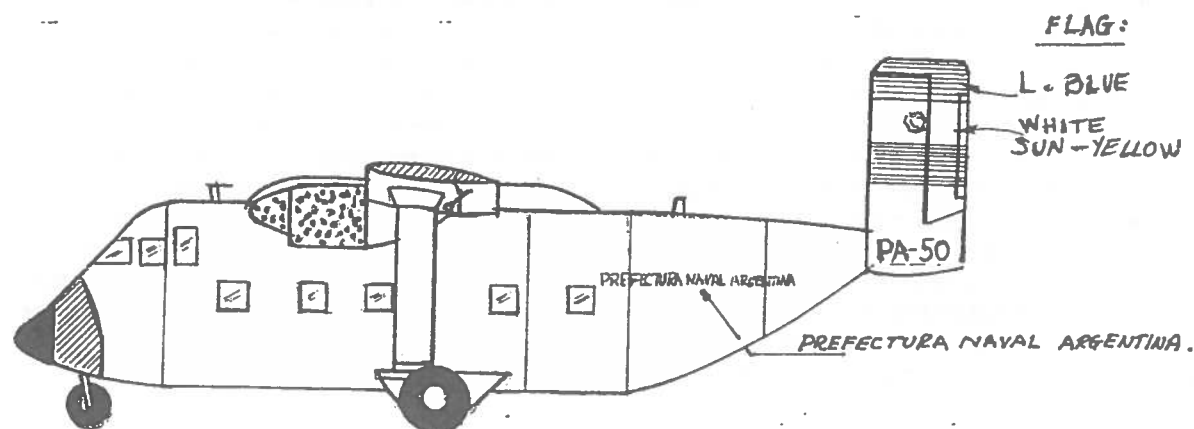
The aircraft was described as being in an allover blue/grey color scheme, which from a color photo speaks to close to Dark Gull Grey. The number '21' is red outlined in black. The national insignia are carried on the tail fin and on the upper surfaces of the wings. This insignia consists of a black disc inscribed with a red triangle and yellow inner circle; the 'hoe' and 'AK rifle' are probably red and there may be a red star at their juncture, but this is not clear in the photo. [Ed: This differs significantly from the drawing in "Militair 1982", where the base roundel is green, not black, there is no inner yellow

circle, and the details are yellow with a yellow star off to one side. A black and white photo in the July-August 1981 issue of "Air African Review" seems to support Nick's interpretation.] All inscriptions are in Russian.

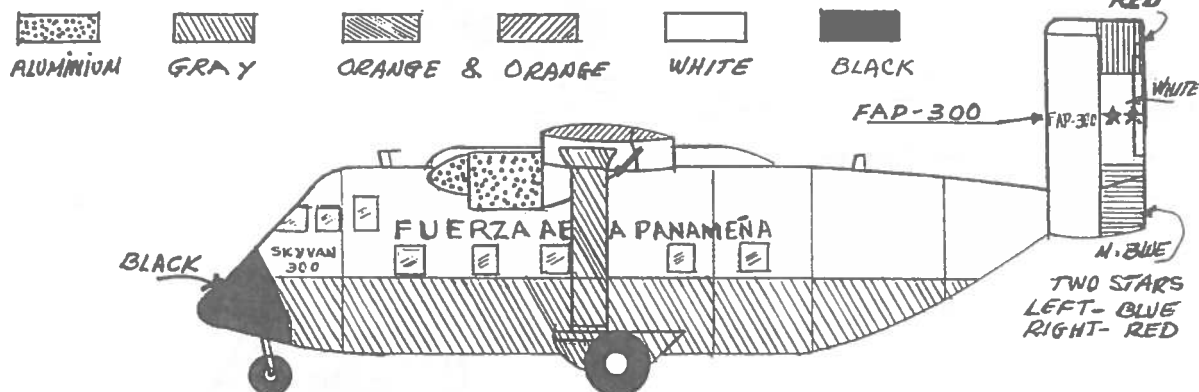
[Editor's note: Nick Walter (SAFCH #2), a frequent contributor to SAFO, died a few years back. Unfortunately, after his demise several of his manuscripts were misplaced. These have recently come to the surface and a few of them are published here as a tribute to a good friend and a real small-air-force enthusiast. Some of the information in these articles may be outdated, but I thought it best to leave the text unchanged. Further articles by Nick will appear in SAFO in the near future.]



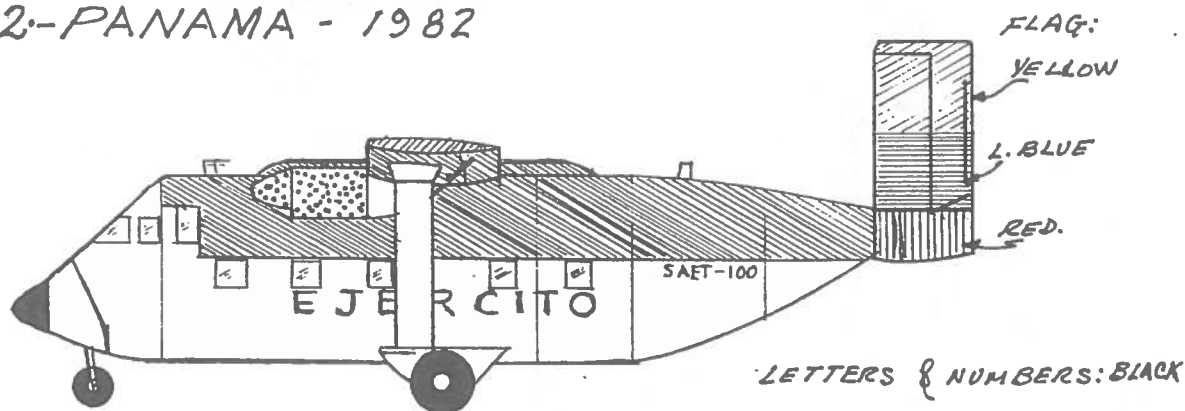
SKYVANS IN LATIN AMERICA



1.- ARGENTINA. DECORATION BEFORE MARCH 1980



2.- PANAMA - 1982



3.- ECUADOR - 1977

(RV)

REFERENCES:

- 1.- SAFO VOL.20 No. 2(78) JULY 1996
- 2.- SAFO VOL.25 No. 2(98) JULY 2001.
- 3.- FLAPS No 211 DEC. 1977 SPAIN.
- 4.- MALVINAS TESTIGO DE BATALLAS S. MAFES & J. ROMERO 1984 SPAIN.
- 5.- LATIN AMERICAN MILITARY AVIATION J. ANDRADE 1982 ENGLAND.
- 6.- PERSONAL FILE OF SKYVANS IN L. AMERICA.
- 7.- PERSONAL FILES OF ARGENTINA, ECUADOR & PANAMA AIR FORCES.

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The Dutch Lockheed Super Electra Model 14

Hal Ahrens

The years 1937 to 1939 were hectic ones for the US aircraft industry. After staggering along during the depression years, with the start of World War II, the US aircraft market found itself with a new problem; finding production capacity to satisfy its clamoring customers. In place of orders of the early 1930's of five and ten aircraft, it was now receiving orders in the hundreds for untried aircraft designs.

Lockheed, like other major aircraft manufacturers who had survived the lean years, were faced with utilizing the design technology that had evolved since 1918 but which it had not been able to develop due to lack of demand. Boeing, with its 247 and Douglas with the DC-2 provided the initial breakthrough which provided the impetus for the industry. Lockheed's answer to the Douglas DC-2 was the Super Electra Model 14 which was of an advance design, but unfortunately it entered service at the same time as the Douglas DC-3 which carried twice the payload with the same engines. However, the Lockheed Model 14 had a much higher cruising speed and many advance features such as Fowler flaps, full-feathering propellers, fixed wing slots, and integral fuel tanks. Probably the best thing the Super Electra had going for it was its availability, as the great demand for the DC-3 stretched Douglas ability to supply its customers delivery schedule. While the Lockheed Super Electra orders never approached those of the Douglas DC-3, Lockheed delivered some 112 Model 14s during the 1937 to 1939 period, mostly to the export market.

Super Electra Model 14 WF-62 was produced exclusively for export and were powered by Wright Cyclone SGR-1820-F-62 engines rated at 900 hp. Lockheed built twenty one. Between February 1938 and May 1939, five were delivered KNILM, six to KLM, eight to British Airways, and two to Aer Lingus Air Lines

This article concerns the eleven aircraft Model 14 WF-62 delivered to KLM and KNILM in 1939 and their subsequent history.

KNILM, received c/n 1411 PK-AFM, c/n 1414 PK-AFN, c/n 1415 PK-AFO, c/n 1442 PK-AFP, and c/n 1443 PK-AFQ between February and June 1938. Due to the Japanese invasion of the Dutch East Indies in 1942, these aircraft had an interesting history. With the exception of PK-AFO which crashed in 1/40 at Bali, the four others were flown to Australia to prevent capture in 3/42. There the US

Army Air Force leased all four prior to purchase. PK-AFM crashed 26 March 1942 at Katherine River, Australia, while still under lease. The remaining three PK-AFN, PK-AFP, and PK-AFQ were purchased by USAAF in June 1942 and designated C-111 with serials USAAF 44-83233/83235 respectively. PK-AFN/44-83233 crashed 2/44, PK-AFP/44-83234 crashed 10/42 at Rockhampton, and PK-AFQ/4483235 was withdrawn in 2/46.

It may be noted that the USAAF serial 44-83233/83235 do not correlate with the date of acquisition of the aircraft. Under normal circumstances the first two digits which indicate the fiscal year in which the aircraft was ordered should have been 1942 or 42. However at the time of purchase in June 1942 procurement was already in fiscal year 1944 programing, hence 44 was proper.

KLM received c/n 1410 PJ-AIP, c/n 1412 PJ-AIT, c/n 1413 PH-APE, c/n 1440 PJ-AIK, c/n 1441 PJ-AIM, and c/n 1444 PJ-ASL in 1938. PH-APE crashed at Schiphol in 12/38. PJ-ASL was sold to British Airways as G-AFYU, but crashed 12/39. The remaining four aircraft escaped to England after the invasion of Holland in 1940 and remained with KLM. PJ-AIP crashed 8/42 in Trinidad, PJ-AIT was broken up 7/48, PJ-AIK was scuttled at sea 8/48, and PJ-AIM was also scuttled at sea 8/49.

PH-APE c/n 1413 was an unusual designation as the rest of KLM Super Electra Model 14 WF-62 were registered in the PJ series. However, this registration is correct as I have a photo of it at Doncaster in 1938. Perhaps a SAFO member has the answer as to reason for this registration.

A note of explanation may be in order as to the why of this article. Actually I was researching the USAAF Douglas C-110/DC-5 when I noted that I had no reference to a USAAF C-111. By happenstance I was reviewing an article by Dana Bell in the 1986 Winter issue of the AAHS Journal on the C-110 in which he included a brief history of the Lockheed C-111. With this for a starting point, I was able to use Rene J. Francillon's "Lockheed Aircraft Since 1913" and Thomas M. Emmert's and William T. Larkins' "Super Electra Lockheed Model 14" in the 1976 Summer issue of the AAHS Journal to develop this summary.

Hal Ahrens (SAFCH #216), 3421 La Mesa Dr., Hayward, CA 84542, USA.

-web-

"I can strongly recommend the following Uruguayan Web Sites where you can find good photo coverage of our military aviation: www.ipmsuy.web1000.com and www.geocities.com/pilotoviejo. For great coverage of present and past Latin American aviation try www.laahs.com, the web site of the Latin American Aviation Historical Society." Eduardo Luzardo (SAFCH #1383), Picadia. M267 S.37, 91001 Barros Blancos, Uruguay.

"You might want to look at the following website: <http://www.do.raf.mi.th/Gallery/Art/Art.htm>. It

has some lovely paintings of Thai aircraft in action, including the Ki.30 you asked about a few SAFOs ago. I'm not entirely convinced about the accuracy of many of these paintings. I don't think Royal Thai Air Force aircraft ever carried roundels and the white rear fuselage band at the same time. I'm pretty sure the white band wasn't carried during the Franco-Thai War, which many of these paintings seem to depict. The all-silver Hawk III attacking invading Japanese aircraft on 8th December 1941 is definitely wrong and I don't think the Corsair taking off from Prachuab Kiri Khan air field under Japanese fire would have the band either. But these

painting are nice."

John MacGregor (SAFCH #766), 13 Foggyley Garden #21, Dundee DD2 3LG, Scotland. johnmacg6@hotmail.com.

"It's done! After a long fight with my computer and server, I finally succeeded in creating my own web site: <http://unicorm.gallery.monsite.wanadoo.fr>. Not a real easy job, but it seems to look fine at least."

Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France.

Gloster Gladiator, by Alex Crawford. Mushroom Magazine Special, Yellow Series, #6104. Mushroom Model Publications, 36 Ver Road, Redbourn, AL3 7PE, UK.

The Gloster Gladiator has been rather well covered in magazine articles and books, but most authors tend, understandably, to emphasize its use by the RAF and RN. However, it is good to see a book that devotes half its pages to the Gladiator in service with the small air force.

This soft-bound book consists of 160 B-5 (176 mm by 250 mm) size pages printed on excellent glossy paper bound between sturdy card covers. The photos are well reproduced and the color art work is outstanding. The subject matter is divided as follows:

Chapter 1 (44 pages) "The RAF and Commonwealth": 'The Beginning', 'Early in Service', 'The Munich Crisis', 'The Phoney War: Norway and France', 'An African Adventure', 'Greece and Crete', 'East Africa', 'The Iraqi Revolt and Syria', 'The Far East', 'Second Line Duties', 'RAF Camouflage & Markings', 'Squadron Codes' table. [30 photos, 2 side-view scale drawings (SS.37, Mk.I with tropical equipment, and Mk. II with meteorological equipment); a 6-view scale drawing (Gladiator Mk.I), and a 4-view scale drawing (Gladiator Mk. II)].

Chapter 2 (20 pages) "The Gladiator goes to Sea": 'Operational Service', 'Malta', 'RN FAA Camouflage & Markings: Pre-war markings; War-time markings'. [10 photos and a scale 3-view drawing (Sea Gladiator)].

Chapter 3 (53 pages) "In Foreign Service": Belgium: 7 pages, 10 photos; China: 5 pages, one photo; Egypt: 2 pages, one photo; Finland: 5 pages, 5 photos; Free French: one page; Germany: 2 pages, 3 photos; Greece: 2 pages; Iraq: 2 pages; Ireland: 3 pages, 4 photos; Latvia: 4 pages, 8 photos; Lithuania: 3 pages, 5 photos; Norway: 6 pages, 7 photos; Portugal: 4 pages, 4 photos; Soviet Union: one page, one photo; and Sweden: 7 pages, 7 photos. The text for each country includes a section on "Camouflage and Markings".

Appendices (11 pages) "The Malta Myth", "Gladiator Survivors", "Claims and Losses", "Squadron" table; and "Aces" table; "Technical Data & Tech Specifications" table [6 photos].

"Color Profiles" 19 pages of side-view color drawings with top and bottom views when appropriate. Non RAF and RN aircraft illustrated are Belgium, China, Egypt, Finland (three 3-view drawings and one side view drawing), Ireland, Lithuania, Latvia, Norway, SAAF, Germany, & Soviet Union.

"Detail Photos" 44 color photos of details of Gladiators in various museums and in various stages of reconstruction. "Bibliography & Sources" (one page).

This book is highly recommended to anyone interested in the Gloster Gladiator in service with the small air forces. Modelers with either the Heller 1/72-scale kit or the Roden 1/48-scale kits of the Gladiator in their 'loft' will be particularly motivated by the variety of color schemes and markings illustrated in this excellent book.

[Review copy kindly provided by Mushroom Model Publications.]

Koulukoneet, by Kalevi Keskinen & Kari Stenman. Suomen Ilmavoimien Historia #22. Kari Stenman, Maininkitie 14 A, 02320 Espoo, Finland. E-Mail: kari.stenman@kolumbus.fi. Web Site: www.kari.stenman.fi.

[Ed: The authors describe this book thus: "This

book **Koulukoneet** (Trainers) concludes the histories of every of aircraft type, which flew during the war. Over 250 top quality pictures, 11 pages of line drawings and six colour profiles tell the story of the trainers in the Finnish Air Force supported by type and individual histories as well as the specification table."]

If you like colorful, funky-looking training aircraft with two wings and windmill up front (i.e. real aircraft); this book will knock your socks off. Just imagine an overall orange Smolik or a Stieglitz with a dark green fuselage and orange wings and tail feathers. Now, try to imagine of a book with 250 of photos of such delights. Is it a dream? No, the well-known Finnish team of Kalevi Keskinen and Kari Stenman have put together just such a book. It is in their usual format: 128 B5-size (176 mm by 250 mm) pages chock-full of excellently-reproduced photo, fine 3-view drawings, and beautiful color side-view drawings. Each section begins with a short history of the type and ends with a couple of pages of history of each individual aircraft and scale drawings. In between are page after page of photos, usually 3 to a page. The text is, unfortunately, in Finnish, but there is a two-page English summary. All the photo captions are extensive and informative and are in both Finnish and English.

I am continually amazed by the large number and high quality of the photos the Finns have of WWII and before aircraft. Every Finnish airman and ground crewman must have had a camera and there must have been no restrictions on taking photos at operation air bases. Therefore, the photos are not boring 'factory' shots, but they show the aircraft either in flight or on the ground with lots of equipment and activity around them. This is quite remarkable considering that the Red Bear was just across the border.

Let's take a look at the aircraft covered and their coverage: (1) Letov S-218 Smolik: 25 pages, 49 photos, 2 side- and one top-view scale drawings, and a color side-view drawing. (2) VL Viima I, II, & IIB: 22 pages, 42 photos, 6 side- and one top-view scale drawings, and a color side-view drawing. (3) Focke-Wulf Fw 44J Stieglitz: 24 pages, 42 photos, 2 side- and one top-view scale drawings, a color side-view drawings, and 4 color photos. (4) VL Tuisku: 22 pages, 38 photos, 4 side- and one top-view scale drawing, and a color side-view drawing. (5) VL Saaski I, II, IIA, and IV: 12 pages, 18 photos, 3 side- and one top-view scale drawing. (6) Aero A-32GR: 8 pages, 15 photos, and one side- and one top-view scale drawing. (7) De Havilland D.H.60X Moth and D.H.82 Tiger Moth: 12 pages, 16 photos, and 3 side- and one top-view scale drawing. (8) Miscellaneous types: Jaktflak (2 pages, 5 photos, 2 side- and one top-view scale drawing); Beechcraft C-17L (2 pages, 5 photos, 2 side-view drawings); Cessna C-37 (one page, 3 photos, one side-view scale drawing); Desoutter (2 photos and a side-view scale drawing); and Junkers A.50 Junior (one photo).

Suomen Ilmavoimien Historia #22 is highly recommended to anyone who likes books on beautiful aircraft beautifully presented.

(Review copy graciously provided by Kari Stenman.)

Hover M.F.11, Profiles in Norway Nr. 2, by Arild Kjæraas, 32 pages.

This monograph is every bit as good as the first in the series, on the Ca 310 in Norwegian service. The M.F.11 single-engine float plane was the most im-

portant indigenously-produced Norwegian airplane, and it's improbable we'll ever see a better work on it than this one, especially given the fluent English that parallels the Norwegian text. The book is replete with excellent graphic content: fine photographs, six color profiles, cockpit and structural details, a set of 1/72-scale drawings, and a review of the Broplan 1/72 kit. Kjæraas covers every facet of the type's design and use, including details of the M.F.11's service in the Norwegian, German and Finnish air forces. If there are errors, I didn't notice them.

This profile cost 120 kroner (about US \$14.00) plus shipping. I picked up both this profile and the Caproni one in the same order, which minimized the shipping cost. I ordered through the web site, http://www.stormbirds.com/eagles/norprofiles/caproni310_order.htm. The M.F.11 profile can be ordered here as well as the Caproni, and it is secure for credit cards, but don't be surprised if the M.F.11 profile does not appear to be available yet. Kjæraas informed me by e-mail that the site was not yet updated to reflect this new publication's availability, because his web designer was fulfilling a military obligation. There is a place on the order form for comments, where you can make your wishes clear. Delivery to California took less than two weeks. Postal address: Arild Kjæraas, P.O. Box 119, N-3162 Andebu, Norway, or e-mail at akjae@online.no.

Mark Schynert (SAFCH #746), mass22@earthlink.net

Red Wings over the Yalu: China, The Soviet Union and The Air War in Korea. Xiaoming Zhang. Texas A&M University Press, 2002. Hardbound. 300 pages. 26 black & white photos. 4 maps.

Using recently declassified material from Russian and Chinese archives and interviews with Chinese, Russian and American veterans, Zhang has written an important aviation history. **Red Wings** is not only a history of the air war in Korea from a new perspective, but also documents in significant detail the laborious but critical development of the People's Liberation Army Air Force (PLAAF). The book details the complexities (and antagonisms) of the Sino-Soviet and Sino-Soviet-North Korean relationships as well as the technical, political and tactical and strategic developments affect aerial operations before and during the Korean War.

The author, a history professor at Texas A&M University is also the son of a veteran of the PAAAF and through his father had access to other PLAAF veterans, materials and resources. With only a few lapses into melodramatic prose, "... they pounced on the their prey like a hungry tiger..." or "... and swarmed around the enemy planes like moths around a porch light..." the book is well written and very readable. Extremely well documented, the notes and bibliography provides directions to a variety of source in English, Chinese and Russian, for further reading and research.

The first several chapters provide a thorough but concise history of air power in China, including detailed listing of the aircraft types, Japanese, French, British, Italian, Russian and American used in China beginning in the early 1900s. There are tantalizing references for small air force historians, including referrals to the B-24s and B-26s used by the nationalists during and after the Chinese Civil War and the PLAAF's use of air-power in 1952 in Tibet. The author also notes the West's inattention to the appearance of Russian

MiG-15s flying air defense missions over Shanghai in June 1960 and the following surprise at the aircraft introduction into Korea two months later. Zhang also reveals the struggle to define the role of PLAAF and airpower within the Chinese military structure and strategy, particularly Mao's insistence that the development and use of airpower would follow the principles of the People's Liberation Army (PLA) and that the PLAAF would not become an autonomous service. This revelation is interesting in that it echoes the inter-service conflicts other nations faced while trying to determine how air power would be used.

A minor note, and a very minor complaint, the book's photos are not particularly useful or revealing for those looking for new information about aircraft markings and colors. The photos are somewhat grainy and while illustrating MiG-15s, La-11s and Tu-2s, they seem largely to be reminiscent of those heavily airbrushed and censored pictures of the Cold War era. However, one photo (albeit well-posed) does show the detail of victory markings on a MiG-15bis and two others illustrate the changes in markings from early in the conflict when all Russian, Chinese, and North Korean aircraft wore North Korean markings, to the aircraft clearly identified as belonging to the Chinese People's Volunteers, the official title of the all-Chinese forces in the conflict.

This is a valuable, interesting, revealing and important book that will appeal to a range of readers and their interest and one that documents a critical period of recent history.

Thomas Wm. McGarry (SAFCH #950), 21 Da Vinci St. Lake Oswego, OR 97035, USA.

The "Pod Lupa" series of books from ACE Publications in Poland are obviously designed with the modeler in mind. They all have the same format: The presentation usually begins with the history of the aircraft complemented by photos of the aircraft in service. A short section follows on the various variants of the aircraft with side-view drawings of each variant. Then, if appropriate, a section is included on Polish Air Force service with appropriate photos. However, the bulk of these books consist of b&w and color photos of details taken of museum examples; several pages of excellent multi-view scale drawings; reviews of the available kits, decals, and accessories; color drawings of cockpit interiors, and color side-view drawings. The text is in Polish, but all photos and drawings have Polish/English captions

Iljuszyn Il-28 Beagle, by Przemyslaw Skulski. Seria "Pod Lupa" #13. Ace Publication, Wroclaw. A-4 size, 26 pages plus card cover. Order from: AJAKS, ul. Lubelska 30-32, 03-802 Warszawa, Poland. E-Mail: ajaks@home.pl.

The twin-jet bomber Il-28 saw service in a surprising number of small air forces. They are all covered here as well as service in the USSR and China. The ubiquitous Beagle is presented in seven color side-view drawings (Polish, Nigerian, Romanian, Egyptian, Soviet, North Korean, and Chinese). The Nigerian and Egyptian aircraft are in camouflage and a top view of the camouflage pattern of the Egyptian aircraft is shown on the cover. [Ed: The Nigerian aircraft has a 'wrap-around' camouflage scheme. Drawings of top and bottom views of this camouflage are included with the Hi-Decal decals on the Il-28 #72-043 - available from the SAFH Sales Service.] Other color drawings are of the cockpits for the pilot, navigator, and tail gunner. [Ed: I find these drawings easier to follow than color photos of the same areas.] There is also a

color drawing of the pilot's ejection seat.

The story of the development of the Il-28 is complemented by six side-view drawings of the various variants and an exploded view of the construction breakdown. There are also four pages of sketches of details obviously taken from a maintenance manual. Twenty-seven photos illustrate the Il-28 in Soviet, Polish, Finnish, and Romanian (Harbin H-5) service. These photos are mostly of aircraft in Polish markings.

The four pages of scale multi-view drawings are excellent and even include drawing of the ordnance carried by the Beagle.

The usual forte of the "Pod Lupa" series is the section on photos of details taken on aircraft preserved in museums. There appear to be several Beagles on display in Poland, testified by the 29 color photos and 50 b&w photos of aircraft in Polish museums. The Chinese copy of the Il-28 the Harbin H-5 differed little from the Il-28, but these differences are illustrated in several photos and drawings of the Romanian H-5s.

Three pages of reviews of kits, decals, and accessories are a fitting ending of a book that has an overall appeal to the modeler.

When you purchase this book from the SACH Sales Service, I suggest you also pick up the HiDecals sheet on the Il-28. Then go out and buy a couple of the Italeri/Bilek 1/72-scale kits of the Il-28. I don't think many modelers will be able to resist adding a Nigerian and an Egyptian Beagle to their collection.

Messerschmitt Me 163 Komet, by Przemyslaw Skulski. Seria "Pod Lupa" #14. Ace Publication, Wroclaw. A-4 size, 26 pages plus card cover. Order from: AJAKS, ul. Lubelska 30-32, 03-802 Warszawa, Poland. E-Mail: ajaks@home.pl.

No small-air-force interest here; just a cracking good book with a fantastic collection of scale drawings. There are six pages of multi-view scale drawings that cover the many variations of the world's first rocket-propelled interceptor (Me 163A, Me 163B, Me 163S, Me 163C, Me 163D, Me 248, and J8M1). The excellent color drawings consists of eight color side-view drawings [Me 163A, Me 163B (5), Me 163B-1 (Soviet markings), and J8M1 Shusui.] and three color drawings of the cockpit interior. Three pages of sketches of details from what appears to be a maintenance manual complete the illustrative coverage.

The photo coverage starts with 20 contemporary photos of the Me 163 in Luftwaffe, Soviet, and Japanese markings. A unique feature of all "Pod Lupa" books is the photo coverage of a preserved version of the subject aircraft. This section on the Me 163 consists of 26 color and 21 b&w photos of details taken of the aircraft at the Luftwaffenmuseum Berlin-Gatow. The book ends with a nine pages of reviews of kits and accessories which includes 47 photos of the completed models in 1/72, 1/48 and 1/32 scale.

"Pod Lup" #14 is recommended to anyone thinking of building a model of the Me 163. It may convince you to finish the model in either Soviet or Japanese colors. Kits of the Mitsubishi J8M1 are available in both 1/72 scale (Eduard) and 1/48 scale (Fine Molds). The 2-seat Me 163S is available from Pavla in 1/72 scale. This is a good idea, if, for no other reason, to confound your friends who would never think of building the Me 163 in anything other than Luftwaffe markings.

PZL P.24, by Przemyslaw Skulski. Seria "Pod Lupa" #15. Ace Publication, Wroclaw. A-4 size, 26 pages plus card cover. Order from: AJAKS, ul. Lubelska 30-32, 03-802 Warszawa, Poland. E-Mail:

ajaks@home.pl.

The PZL P.24 was the final aircraft in the line of Pulawski's attractive gull-wing fighters. While the immediate ancestor of the P.24, the P-11c saw much action against the Luftwaffe during the September Campaign, the P.24 fame lies outside Poland. It was license-built in three countries: Romania, Bulgaria, and Turkey. And, it fired its guns in anger with three air forces: Romania, Bulgaria, and Greece.

This book covers the service use and the markings for all of these countries. Photo coverage of planes in contemporary markings includes: the prototype (6 photos); Turkey (11 photos); Bulgaria (3 photos); Romania (2 photos); and Greece (9 photos). There are seven color side-view drawings [prototype (P.24II), Bulgarian (P.24B), Romanian (P.24E), Turkish (P.24A), and Greek (two P.24F & a P.24G)]. For the modeler, color drawings of the camouflage patterns of the upper surfaces of two of the Greek aircraft are included. There are three pages of outstandingly well-done multi-view 1/72-scale drawings (P.24A, P.24B, P.24C, P.24E, P.24F, and P.24G) and .3 pages of 1/48-scale multi-view drawings (P.24F/G). Also included are sketches of the cockpit interior and of the Oerlikon FF cannon on the P.24A. Five pages are devoted to the review of kits, decals, and accessories including 22 photos of models. A real surprise is that the Encore kit of the P.25 is considered a "dog". [Ed: And, I've squirreled away a half dozen of these.]

The main attraction of this book, and one that sets aside from other on the P.24 is the coverage given to the Turkish P.24s. Besides contemporary photos of Turkish P.24 mentioned above, there are 27 color and 26 b&w photos of details taken of a P.25G displayed at the Turk Hava Muzesi, Istanbul. These alone make the book a worthwhile addition to the library of anyone collecting information on Polish-designed aircraft. "Pod Lupa" #15 is highly recommended to anyone interested in Polish aircraft.

'Flying Cheetahs' 1950-1953: 2 Squadron in Korea, by Winston Brent. African Aviation Series #8. Freeworld Publications, PO Box 12563, Nelspruit 1200, South Africa. E-Mail: afmil@global.co.za. Web Site: home.global.co.za/~afmil.

This 160 A-4 size page softbound book tells the story of the SAAF contributions during the Korean War. The story begins rather conventionally with chapters on "Accepting the UN Call and Overview", "Preparation & Departure", and "Briefing & Operations" in 20 pages. Chapter 4 (58 pages) is the first indication that this book will be somewhat different than the usual 'unit history'. This chapter presents descriptions of the last flight of every pilot "Killed in Action", all "Fatal Air Accidents", and all "Non-Fatal Crashes". Each incident is accompanied by a photo of the pilot and, occasionally, a photo of the aircraft involved. The remaining chapters cover "Camp Conditions", "Maintenance in the Field", "Back Room Boys", "Radar and Radio", "Stores", "Off Duty", and "Rorke's Inn".

The SAAF received 96 P-51D (s/n 301-396) from the USAF in December of 1950. Only 21 were return to the USAF; all the others were lost either to ground fire or in crash landings with only one (s/n 320) which was shot down by a MiG-15 on 20.03.52.

After the Mustangs were withdrawn from service, the 'Flying Cheetahs' received 22 F-86F-30 Sabre (s/n 601-622) from the USAF in January of 1953. By the end of the War in October 1953, six Sabres were lost with one pilot killed.

The cost in lives was grievous: 14 killed in action (KIA), 11 missing in action (MIA), 9 killed in air

accident, and one ground crewman killed in a ground accident (crushed by a truck).

The emphasis on the book is rightfully on the men who flew and serviced the planes. There are hundreds of photos (so many that I did not attempt to count them) and most of them are of people and places. However, aircraft are not forgotten, with both the Mustang and the Sabre receiving a satisfying amount of photo coverage. In addition, there are 8 color plates consisting of 14 color side-view drawings of SAAF Mustangs, 6 color side-view drawings of SAAF Sabres, and color top and bottom views of a representative example of each type. These drawings and their informative captions give all the marking information a modeler would wish. For instance, Sabre s/n 603 with the well-known large 'B' on the side of the fuselage is shown to also have carried a large 'B' on the underside of its fuselage.

The appendices include "Commanding Officer" and "Honors and Awards". Deserving special mention are two tables. One lists the pilots lost during the War and includes name, rank, date of loss, and aircraft s/n. The other table lists the individual Mustangs and Sabres and including SAAF s/n, ex USAF s/n, delivery date, fate of the a/c, and the pilot and his fate.

Two examples of the coverage given to each loss will give a good idea of the type of information provided:

"15 December 1952: Captain Nortje and Lt. Moir were briefed to conduct a bomb line patrol. They arrived over Chorwan at an altitude of 10000 ft where they commenced their patrol. They flew to a position south of the 'double-bend' on the Imjin River where they turned and flew back over Chorwan, on to Kumwa, towards a position north of the Hwachon reservoir. They went down to identify a light aircraft, which Nortje identified as an L-19 of the Republic of Korea Air Force. They then spotted another unidentified aircraft. Moir followed another aircraft, which turned out to be a Skyraider, and was shot down by another of the American flight. Later on Christmas Day, some of the American Skyraider pilots came across to the SAAF base to pay their respects and offer their condolences, which were accepted in good spirits by Moir's shaken comrades."

"28 August 1953: Major Wells led a flight of four Sabres on a naval affiliation exercise with IIMS OCEAN. 2/Lt. Botha was a member of this flight and after he pulled out of a mock attack he reported that his controls were not responding normally. He reported that both alternate and emergency system controls were locked, and the pressure on the alternate system gauge was reading zero. Wells advised to watch his normal system and should that drop he should head for the coast to bale out. He chose to eject over land approximately 18000 ft but was blown out to sea where his parachute was seen 2-miles offshore. He was not found despite a 2-day intensive search. It is believed he landed in the shallow water of the mud flats off the coast and

could have been overcome by the mud."

"2 Squadron in Korea" is an excellently written book that honors the memory of those South African airmen who selflessly fought, and sometimes gave their lives, in a war in a far away country. It is highly recommended to everyone interested in a great unit history, and especially to anyone with an interest in the Korean War.

Serve to Save: The South African Air Force at Sea, by Guy Ellis. African Aviation Series #10. Freeworld Publications, PO Box 12563, Nelspruit 1200, South Africa. E-Mail: afmil@global.co.za. Web Site: home.global.co.za/~afmil.

Here's something a little off the beaten track for SAFO. Among the 160 A-4 size softbound pages there are only 3 photos of aircraft: one SAAF Sikorski S55C-1 and two of visiting French Martin P5M-2 Marlins. All the remaining 112 photos (including 8 color photos) and the 6 color side-view drawings are of fast boats used by SAAF personnel to rescue airmen and sailors in peril on the seas. By the end of the war the Motor Boat squadron had saved 23 airmen and 401 merchant seamen from certain death.

A few examples will illustrate the quality of this work. "R1 went alongside the small boat and the crew let it lie against the stern of the ASRL in attempt to provide some stability for the transfer of the 32 shipwrecked men, who has been in the lifeboat for seven days. The survivors consisted of 13 Free French Air Force personnel, two RAF officers and the remaining 17 were made up from the crew and passengers. Seven casualties were taken below and in the word of the war diary 'R1 bore her heavy load back to the harbour before a steep following sea most excellently.' The survivors were from the ship *Mensoza*, a Ministry of War Transport liner of 8,233 tons, sailing from Mombasa to Durban. The ship had been attacked 112 km east-north-east from Durban, by U-176 (Kpt. Z. See, Hans Ibekken). This was the closest submarine attack to any South African harbour during the war and claimed the lives of 28 of the crew and 122 servicemen who were being transported." Don't you wish all air actions were so thoroughly covered?

"Some boats were fitted with armor to serve as targets on the bombing range. These boats had a tendency to roll over if filled with water and therefore the armour was designed to drop off, if the retaining pins had been removed before putting to sea. It would seem that this was good only in theory, because when rebuilding and attempting to lift off the armour, the whole boat came out of the water. The armour was so rusted onto the mountings that the chippies had to use a cutting torch to get it off." Talk about hazardous duty! "Crews of the armoured boats were paid marginally more for the dangers and extreme discomfort they faced in these vessels."

If you want to read about 'flying boats', how about this method of getting a grounded boat back into

the water: "A sisal line, selected because of its buoyancy and ability to stretch, was passed to a tug standing off shore. After steaming at full speed for ten minutes the stern line on R8 was cut. The boat was catapulted 200 yards out to sea. This became known as salvage by rocket launching and was used in subsequent salvage operations." [Ed: What no JATO bottles?]

"Serve to Save" is a cracking good read, but is not recommended to modelers looking for unusual schemes for their next project although there are several photos of fast boats carrying SAAF roundels on the bow (that's the pointy end of the ship for you landlubbers).

Other books available in this series are #2 "The Eagles of Swarok"; #3 "Canberra". #5 "African Air Power"; #7 "Passion for Flight"; and #11 "Springbok Fighter Victories East Africa". In preparation: #12 "In all Weather"; #13 "80 Years of SAAF"; and #14 "Springbok Victories North Africa".

B3: Junkers Ju 86 i Sverige [Junkers Ju 86 in Sweden] by Lennart Andersson. 176 pages, 17 x 24.4 cm, hardbound. 200 b/w and 6 colour photos, 9 colour profiles. Allt om Hobby, Stockholm, Sweden, 2002.

The Ju 86 was a rather obscure type in the annals of Luftwaffe but one which played an important part in the history of the Swedish Air Force. Originally delivered as a "heavy" bomber in 1937, the B3 continued to serve in this role until the end of the war. In addition to the 40 aircraft delivered from Germany, an assembly line was also started by SAAB in Sweden, but production ceased after only 16 aircraft had been completed, most of them from Junkers made parts. During and after WWII the B3 also saw use as a long-range reconnaissance aircraft, torpedo bomber, transport, night-fighter radar trainer and SIGINT platform. Not until 1958 were the last 15 examples struck off charge: an exceptionally long career in those days.

Renowned aviation historian Lennart Andersson has put together a very complete account of the B3. The chapters cover, among other things, the drawn-out 1930s discussions finally resulting in the purchase, the Ju 86 in Luftwaffe service, production in Sweden, wartime and post-war service in Sweden, conversions to transport aircraft, civilian use, technical description (with several useful drawings and sketches), and painting and marking. There are also tables covering the history of each individual aircraft.

Unfortunately for most SAFO readers the book is in Swedish, but does contain a nine-page English summary. The many illustrations, mostly of good quality, still makes this a book of interest to foreign historians.

Leif Hellström (SAFCH #786), Norrskensbacken 13, S-146 46 Tullinge, Sweden.

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Aeroplan: Ilustrowany Magazyn Lotniczy. Agencja Lotnicza Altair Sp.z o.o., ul. Warecka 11/36, 00-034 Warszawa, Poland. Editor: Andrzej Ziobier. E-Mail: aziober@wp.pl.

I have seen the future, and it came from Poland in a bright shiny 4-3/4 inch disc. More on this later; but first a review of the magazine that accompanied the disc.

#38/39 5/6 02 (58 pages plus gloss cover) This issue is entirely devoted to the SU-22 in use by the Polish

Air Force. All text and captions are in Polish. The articles are: "Su-22 w Polsce" including 17 color and 9 b&w photos, a 3-page table listing serial numbers, service history, etc. for all 90 Polish Su-22M4 and all 20 Su-22UM3K, and a table listing the Su-22 in PAF service as of 2002. "Od Su-7 do Su-22M4" 6 pages including 17 b&w photos. "Opis konstrukcji Su-22" 15 pages including 20 drawings of details from a maintenance manual, 20 color photos of exterior and interior details including the cockpit.

"Malowanie polskich Su-22" 13 pages including 5 color photos, 6 b&w drawings of unit emblems, and 2 pages of line drawings of the camouflage pattern for four SU-22M4s: '7411', '9513', '3306', and '3817' (8 pages in all). For each aircraft, drawings are given for port- and starboard-side and the upper surface. Colors are identified by Humbrol equivalents. "Su-22 w miniaturze" 9 pages of reviews of kits, decals, and accessories including 7 color photos of completed models, 30 photos of

accessories, and tables listing models [1/144, 1/72, 1/48, & 1/33 (card) scales], decals, resin accessories, and photo-etched sets. This issue is an absolute necessity for anyone planning to build a model of the Su-22.

Now, back to that future I mentioned at the beginning of this review. Included with this issue is a CD with the following content: (all photos are in color): (1) "Polskie Su-22" (1a) 371 photos of the Su-22M4. (1b) 68 photos of the SU-22UM3K; all of aircraft are in Polish markings. (2) "Godla, oznakowania i napisy okolicznosciowe" 127 close-up photos of the unit insignia and other markings. (3) "Szczegoly Samolotu" (3a) Kabiny 16 photos of the cockpit interior of the Su-22M4 and 8 photos of the cockpit interior of the Su-22UM3K; and 6 photos of the

'Fotel katapultowy' (ejection seat). (3b) "Podwozie" 43 photos of the landing gear. (3c) "Luki i elementy wnetrza" 122 photos of the details that are under all those hatches. (3d) "Uzbrojenie i detale zewnetrzne" 95 photos of the weapons carried by the Su-22. (3e) "Silnik" 11 photos of the engine. (4) "Rysunki" 30 drawings of details including 4 scale drawings. [Ed: Enough details for you to build a full-scale mockup of the Su-22 in your garage!] (5) "Ciekawe dokumenty" 7 photocopies of various documents. (6) "Filmy" a set of six short movies of Su-22 in action: 'Taking Off' (15 seconds), 'Ground Attack with Rockets' (9 seconds), 'Ground Attack with Bombs' (20 seconds), 'Landing' (28 seconds), and 'Taxiing' (47 seconds).

So, you see that this CD includes more photos and drawings of the Su-22 than could fit into a dozen special issues of *Aeroplan* (or any other magazine). Is this the future? Just think of it; on one small disc and for one price, you have photos that, in hard copy, would occupy several feet of shelf space. I don't know the cost of this CD, but no matter what period, country, or type of aircraft is your interest, I urge you to contact *Aeroplan* and ask about obtaining a copy of this CD. This would help encourage them to cover other Polish aircraft in the same format. Maybe, other publisher (SAFCH?) would then be emboldened to do the same for their areas of interest.

I've seen the future - and I like it.

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Prints by Marcelo Ribeiro. Web Site: www.mach2.ig.br/perfiscoloridos.htm.

The Brazilian artist, Marcelo Ribeiro, is producing a series of color prints of Brazilian aircraft. Printed on high-quality glossy A-4 size art paper, these prints consist of color side-view drawings of the aircraft and a color drawing of the appropriate unit insignia. Prints sent for review are:

A-1 (AMX) (1) 6° Grupo de Aviação, Esquadrao Adelfi, Força Aérea Brasileira, Base Aérea de Santa Cruz. 2000; (2) 1°/10° Grupo de Aviação, Esquadrao Porker, Força Aérea Brasileira, Base

Aerea de Santa Maria, 2001; and (3) 3°/10° Grupo de Aviação, Esquadrao Centauro, Força Aérea Brasileira, Base Aérea de Santa Maria, 2002. This print consists of side-view drawings of these three A-1s with landing gear retracted, and drawings of the three unit insignia.

A-4KU Skyhawk: Esquadrao VF-1, Marinha do Brasil, São Pedro d Aldeia (RJ), 2002. This drawing shows a side-view of a Navy Skyhawk with landing gear down and the canopy in the raised position. A drawing of the insignia of VF-1 is included.

F-5F Tiger II: Esquadrao Pampa, Força Aérea

Brasileira, 1°/4° Grupo de Aviação, 1994. This is a side-view drawing of a two-seat Tiger II showing the aircraft on the ground with both canopies open, a boarding ladder in place, a large drop tank affixed to the belly, and a crewman checking out the intake. These prints are of extremely high quality and would enhance the collection of any collector of aviation art. The three prints reviewed above are available from the SAFCH Sales Service. For information on other subjects available in this series, and their price, consult the Web Site mentioned above.

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Neiva T-25 Universal, 1/72-scale resin-cast kit with white metal parts and FCM decals. Duarte Kit DA72-04. E-Mail: faviduar@urbi.com.br. Web Site: fcmdecals.com/duarte/index.htm.

The T-25 Universal is a smart looking military training aircraft designed and built in Brazil to replace their North American T-6 in the basic training role. Besides the Brazilian Air Force, it has seen service in Chile and Paraguay (see SAFO #94).

This kit, also from Brazil, consists of some 40 parts cast in cream-colored resin, 3 white-metal landing gear struts, and two (one as a spare) vacuformed canopies. The interior detail consists of a floor board with central console, two seats and control columns, and an instrument panel. The resin parts have finely engraved panel lines and all parts are sharply cast and free of imperfections. The white-metal parts are not entirely convincing and will need considerable attention. The vacuformed canopies are thin, clear, and have well-defined frames. Construction is conventional with wings and horizontal stabilizers butt-joined to the fuselage. Unfortunately, the instructions do not include a front view of the aircraft, so you'll need to search your references to find a 3-view drawing to determine the correct dihedral for the wings. (For example, see *Air International*, May 1975, for color photos, a cutaway drawing and a 3-view drawing.) A welcome addition to any kit is the inclusion of a hunk of white metal to insert into the cowl to prevent the completed model from being a tail sitter.

One page of the 3-page instructions provides a diagram of the layout of the parts and 6-steps of construction instructions. The remaining two pages consist of color drawing for six aircraft - four Brazilian and two Chilean: (1) '1891', an orange and white T-25 of the Academia da Força Aérea, Prassununga - 1998; (2) '1926' a camouflaged T-25 of 2 ELO, São Pedro da Aldeia - 1983; (3) '1893' an

overall yellow with blue fuselage band aircraft of 2 ELO São Pedro da Aldeia - 1961; (4) '1854' an orange and white T-25 of Base Aérea de São Paulo - 1979; (4) '252', a camouflaged T-25 of the Ejercito del Chile - 1983; and (6) '101' another camouflaged Chilean T-25. The decal sheet (90 mm by 95 mm), printed by FCM, provides one set of national markings for Brazil and one set for Chile, and all the serials, unit emblems, etc. for the six aircraft.

This is an excellent resin-cast kit whose construction should provide no problems for the modelers experienced in building resin kits. It's highly recommended to anyone putting together a collection of models of training aircraft. It is also recommended to anyone just wanting to add to their collection a colorful aircraft that is unlikely to ever be produced as an injection-molded kit.

[Ed: This kit, and the other Duarte kits reviewed below, are available from the SAFCH Sales Service.]

EMB-110 Bandeirante, 1/144-scale resin-cast kit with white-metal parts and FCM decals. Duarte Kit DA144-05. E-Mail: faviduar@urbi.com.br. Web Site: fcmdecals.com/duarte/index.htm.

As your 1/72-scale models, or worse yet your 1/48-scale models, overflow your shelves, have you ever rued that you did not begin by building 1/144-scale models? Well, here's your chance to see what the modelers of airliners have always known. The EMB-110 Bandeirante is a twin turbo-prop transport aircraft that is in service with many small airlines as well as the Brazilian Air Force.

The Duarte kit consists of 8 parts cast in cream-colored resin and 3 white-metal landing gear. The resin casings are free of flaws and have engraved panel lines. The fuselage is cast solid, the engine nacelles are cast integral with the port and starboard wings, and the horizontal and vertical stabilizers are separately cast. The two propellers and the main landing gear covers make up the rest of

the resin parts. The white-metal parts, with the wheels as part of the landing-gear struts, need careful cleaning up. There are no clear parts and the windows are provided on the decal sheet.

The 3-page instructions consist of one page of drawing showing the layout of the parts (hardly necessary considering the few number of parts) and a 3-step construction instructions (hardly necessary considering the simple construction). The other three pages contain color 3-view (port, starboard, and top) of 5 aircraft: (1) '12289', a camouflaged aircraft in Brazilian Air Force markings; (2) '6546', a Brazilian Air Force aircraft in white and grey with SAR markings on a red fuselage band; (3) '2331' another Brazilian Air Force plane this time in overall grey with a red nose and a large red fuselage band; (4) 'PT-GMI' airliner of TABA in an attractive white, beige, and blue scheme; and (5) 'PT-LLO' airliner of CENTRAL in overall white with a green vertical fin. The large decal sheet (200 mm by 97 mm) provides the insignia, serials, etc. for all of these aircraft. Particularly, important are the complicated tail markings of the civilian aircraft. FSS95 equivalents are given for each color scheme. The 1/144-scale kit of the Bandeirante should be a snap to put together in an evening, but the painting and decaling will require the utmost care and patience. Done properly, the finished model, with its 4-inch wingspan, should amaze your friends.

EMB-111 Bandeirante Patrulha Naval, 1/144-scale resin-cast kit with FCM decals. Duarte Kit DA144-06. E-Mail: faviduar@urbi.com.br. Web Site: fcmdecals.com/duarte/index.htm.

This kit is almost identical to that of the EMB-110 described above. The exceptions are the radar nose cast with the fuselage and the wingtip tanks added to the wings. Even the decal sheets are identical. Therefore, there is no need to repeat the description of the contents of the kit; a description of the color schemes provided with the kit should be suf-

ficient. There are two schemes illustrated in the instructions: (1) '7106', red '7', of the Brazilian Air Force in overall light grey with white undersurfaces; and (2) '265' of the Chilean Navy in a two-tone grey camouflage with light grey undersurfaces. Strangely, there is no color information provided in the instructions, and the colors of the drawing in the instructions differ significantly in shade from those illustrated on the color side-view drawings on the box top. It is suggested that other references be consulted before you decide on what shades of grey to use.

The Durate kit of the EMB-111 allows you the make a very small model, but one that will test your painting and decaling skills.

Other 1/144-scale resin kits available from Fabio Durate include: ERJ-145 with markings for RIO SUL, British Regions and US Airways Express; Cessna Grand Caravan with markings for Itapemirim Transportes, TAM Express and ARPA Aerolineas Paraguayas; and EMB-120 Brasilia with markings for FAB and Linhea Aereas.

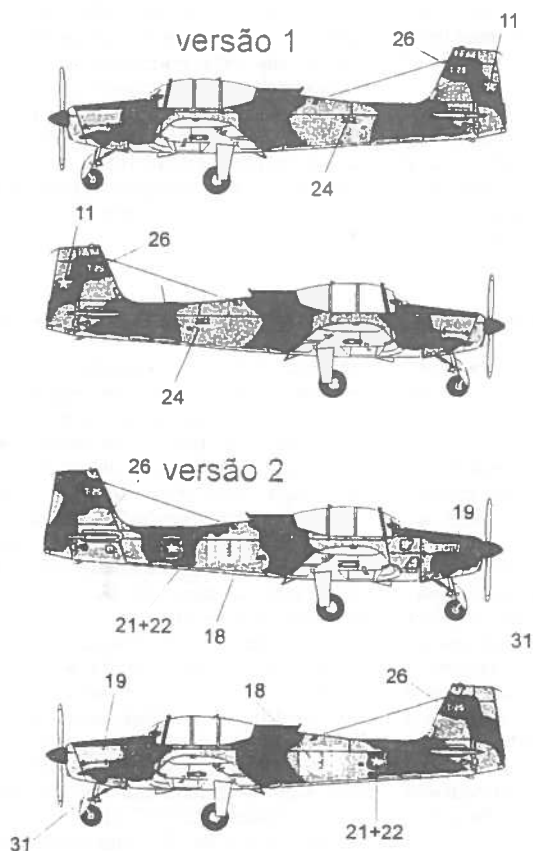
"I would like to comment on the markings carried by the Umbra T-18 as discussed in your review of the 1/72-scale vacuform Broplan kit in SAFO #106 (October 2003). The kit represents the T.18 in its original form and at this time the T-18 did not carry the disc with the large "AU" on the wings. These markings were included on the decal sheet because a kit of the modified T.18 will soon be coming from

Broplan, and this version did carry the "AU" markings. To save money, the decal sheet was designed to go with both kits.

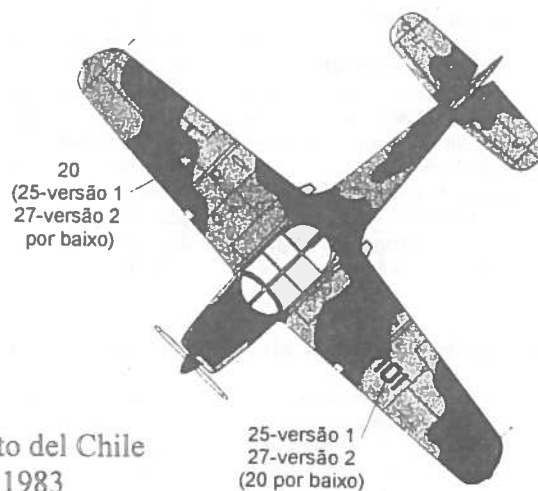
Janusz Brozek (SAFCH #1297), ul.Pilotow 10G/33, 80-460 Gdansk, Poland.

[Ed: Janusz's latest kit is a 1/72-scale vacuform Shcherbakov Shche-2, Soviet twin-engine transport plane of WWII. A review copy of this kit was received too late for review in this issue of SAFO. A complete review will appear in the next issue, but for now suffice it to mention that the kit contains decals for two aircraft in Polish AF markings.]

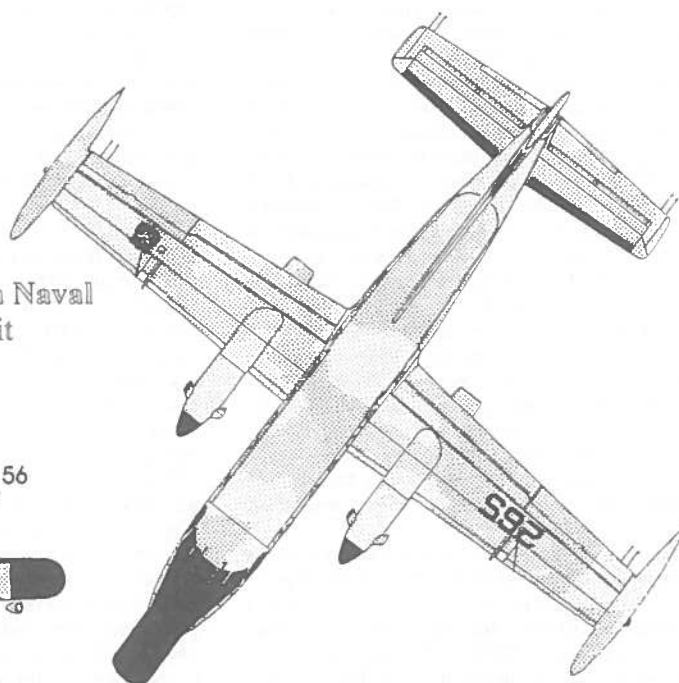
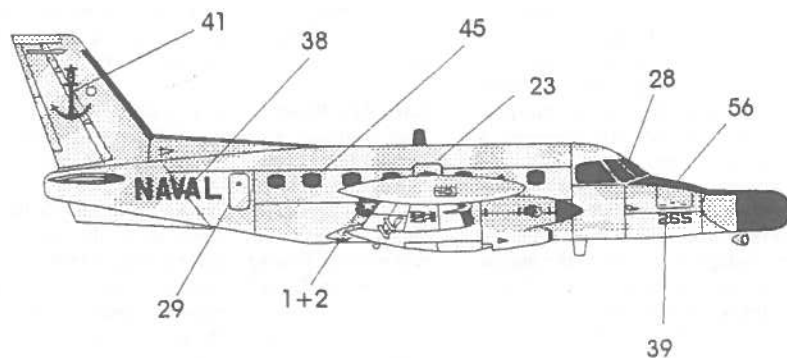
Neiva T-25 Univeral 1/72-scale resin-molded kit



Ejercito del Chile
1983



EMB-111 Bandeirante Patrulha Naval 1/144-scale resin-molded kit



Chilean Naval

Brazilian Military Aviation, 1/72-scale decals. FCM 72/13. Web Site: www.webspace.com.br/fcm.

The 1/48-scale version of these decals were reviewed a few issues ago (SAFO #105). The 1/72-scale version covers the same aircraft to same high standard. To save you the trouble of looking up the previous review, let me remind you that the aircraft covered are all Brazilian: (1) UH-60, 4^o Esq. Av. Ex; (2) H-19D, SAR (see SAFO #106 for coverage of Brazilian H-19D); (3) UH-1D; (4) Learjet R-35A 1^o/6^o; (5) HB-350 Esquilo Marinha; and (6) C-118 (DC-6B). As a bonus, the 1/72-scale sheet contains markings for a Brazilian UH-60 of the MOMEF "Missao de Observadores Militares Ecuador/Peru".

The decal sheet is large (145 mm by 200 mm) and of excellent quality. The instruction sheet consists of color side-view drawings of all the aircraft complemented with top and bottom views were required.

This sheet is highly recommended for anyone wanting to add a few Brazilian aircraft to their model collection. The MOMEF UH-60 would make a nice beginning for a collection of aircraft in "peace-keeping" markings.

Latin American Air Forces, 1/72-scale decals. FCM 72/14 Web Site: www.webspace.com.br/fcm. www.webspace.com.br/fcm.

The 1/48-scale version of this sheet was also reviewed in SAFO #105, but is well worth re-reviewing the 1/72-scale version because of their small-air-force interest. Aircraft covered are: (1) Mexican Pilatus PC-7; (2) Brazilian C-46; (3) Colombian F-86F; (4) Argentine A-4AR; (5) Peruvian MiG-29C; and Ecuadorian Mirage F1. The instruction sheet provides color port, starboard, and top views of all the aircraft, as well as views of the lower surfaces of the A-4AR and MiG-29C since they carry wrap-around camouflage schemes. The decal sheet is large (145 mm by 200 mm) and of excellent quality.

This is an outstanding sheet that no self-respecting modeler of the aircraft of the small air forces can do without.

Latin American Air Forces, 1/72-scale decals. FCM 72/15 Web Site: www.webspace.com.br/fcm. www.webspace.com.br/fcm.

The 1/48-scale version of this sheet was also reviewed in SAFO #105, but is well worth reviewing the 1/72-scale version here. The main subject is a Brazilian Mirage IIIE in special "30 Years 1972-2002" markings. The color scheme is a glossy "splinter" scheme (think pre-WWII Luftwaffe camouflage) in black (FS27038), green (FS27875), yellow (FS13655), and medium blue (FS36375). The instruction sheet includes a color 4-view drawing and templates for this complicated scheme. This spectacular color scheme is topped off with large head of a black panther on the vertical fin and the commemorative inscription on the nose. After this gaudy display, the remaining aircraft covered on this set are almost an after thought - except to SAFO readers: (1) Chilean S-70A; (2) Brazilian UH-1H; and (3) Chilean F-5E. The color drawings provided are a side view of the S-70A, port and starboard views of the UH1H, and port and top view of the F5E (Ed: From the top view, port and starboard patterns appear to be identical, and I willing to bet that the pattern on the lower surface is the same as on the top surface. But, what, no fake cockpit?) The decal sheets are smaller than usual for FCM: one 130 mm by 145 mm and a yet smaller one 50 mm by 40 mm. However, the quality is the same high quality we've come to expect from FCM.

The sheet can be recommended, especially if you can share the cost with a friend by palming off the commemorative scheme on him.

Albatros Fighters D.III & D.V: "The Great War" Series, 1/72-scale decals. FCM 72/17 Web Site: www.webspace.com.br/fcm.

"Now", as the Monty Python gang used to say, "for something different". FCM has initiated a "Great War" series. The only example I've seen of this series is this set on the Albatros fighters. Markings are provided for six aircraft; five are for aircraft in the German Air Service and one for a D.III(Oef) of the Austro-Hungarian Air Force. All the German aircraft are rather colorful, especially the D.V with mauve and green upper surfaces of the wings, green tail feathers, and a white and black striped fuselage, and a D.III with Prussian blue fuselage, red nose, light blue grey undersurfaces, and lozenge upper surfaces of the wings. The other German aircraft have their fuselages finished in "light wood" with various black and white embellishments. [Ed: The lozenge decals for the wings are not provided.]

The Austro-Hungarian aircraft is rather plain with a "light wood" fuselage and

"dope yellow" (FS23697) wings and tail surfaces. Color is provided by a green/white vertically-striped vertical fixed fin, black "pin wheel" wheel covers, a large black-outlined yellow '2' on the fuselage and the large black serial '153.255'. The decals are a little smaller than usual for FCM (115 mm by 145 mm), but they retain the high FCM quality.

This decal sheet will probably not set the heart racing for the dyed-in-the-wool modeler of the aircraft of the small air forces, but is highly recommended to anyone building a collection of WWI aircraft of the Great Powers. Personally, I would rather have seen a sheet on the Albatros fighters of the aircraft of Poland, the Kingdom of Serbs and Croats, and the other small countries that used this fighter. Otherwise, those excellent Roden kits will continue to languish in my "loft".

Avro Canada CF-100 Mk.5 (Pt.1), 1/72-scale decals. The Cold War Series - Continental Defenders. Skylancer Decals, CW-7204. Skylancer Productions, 6561 N. Paseo Tamayo Rd., Tuscon, AZ 85750-12228, USA. www.skylancerdecals.com.

This decal set provides the information and markings for five CF-100s at different times in the type's career in the RCAF. (1) 'RCAF + 649'; (2) '750' with older British-style tri-color tail ensign; (3) '750' the same as the previous '750' but with a Canadian-flag ensign on tail; (4) 'HG + 583'; and (5) 'RCAF + 583' the same as the previous '583' but in later markings. All five aircraft are in an overall metal scheme and carry a variety of colorful unit emblems and markings.

The multi-page instructions provide 4 pages of drawings including side-view drawings of the port-side of all five aircraft and drawings of representative top and lower surfaces. Also included is a drawing showing the "engine intake alcohol jet spray system". Six additional pages illustrate the depth of research that has gone into the production of these decals: "Recommended kits and accessories", "Historical notes on later service markings variations employed by CF-100 Mk.5's in RCAF Air Defense Command service", "Final 'Standardized' format for a/c markings adopted after 1957", "Modeler's Notes", "Need help locating those hard to find yet essential CF-100 detail accessories?", "The Challenge of applying today's high-tech decal products to natural metal model surfaces", and "Directions for decal use".

The decal sheet (5 inch by 8 inch) contains four Maple Leaf roundels in each of two different sizes, four tail ensigns in each of two different styles, one set of stenciling, and all the serials, codes, and unit emblems needed for five aircraft. The decals are well-printed in accurate colors and in perfect register. Nevertheless, the producer has taken the precaution to print some of the register-critical items as separate pieces.

These decals are recommended to any modeler with the courage to tackle a bare-metal CF-100.

Avro Canada CF-100 Mk.5 (Pt.1), 1/48-scale decals. The Cold War Series - Continental Defenders. Skylancer Decals, CW-4801. Skylancer Productions, 6561 N. Paseo Tamayo Rd., Tuscon, AZ 85750-12228, USA. www.skylancerdecals.com.

These decals are identical, except for scale, to the 1/72-scale set reviewed above. To accommodate the larger scale, the decals are spread out over two sheets; one 5 inch by 8 inch, and a second 5 inch by 4 inch. All the other information presented above applies equally here.

[Ed: Skylancer's Don Wood, a SAFCH member, writes "The 1/72nd scale Canadian Avro CF-100 Mk.5 sheets are actually 'new' in the sense that we have completely sold out of them until just recently when I had them reprinted in limited quantity late last year (2002). In doing so, we were able to 'revise' some of the basic colors a bit to better bring them in line with the correct RCAF colors of the time. As a so-called limited re-issue (limited to only 300 units), I hope to make them available to those who missed-out on their initial release a few years back. I am especially happy with the overall improvement in the sharpness and registration of the sheets this second time out and certain we can do even better with some of the newer projects to follow." Don has graciously provided three set of the decals in each of the scales to the SAFCH Sales Service as a gift. Proceeds from their sale will go into our Sponsorship Fund. Many thanks, Don.]

